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Hongkong, 8th September, 1911. [10

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[25]

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DEATH.

On September 7th, at Shanghai, WILLIAM,
the eldest son of W. J. LYE, I. M. Customs,
Canton, aged 10 years.

HONGKONG OFFICE: 10A, DES VEXES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 12TH, 1911.

Individual observation can give one but a
very inadequate idea of the extent to which
Western education is revolutionising the
social life of the Chinese people. We can
but argue from the particular to the general,
but the annual returns of trade published by
the Maritime Customs enable us, on a close
analysis, to get a comprehensive view of the
changes which are in progress, and Mr.
H. H. Fox, the Acting Commercial Attaché
to the British Legation in Peking, in his
Report on the Trade of China for 1910 devotes
many very interesting paragraphs to com-
ments on the statistics which afford evidence
of change in many important directions. The
steady growth during the past few years in
the import of foreign clothing and history,
for example, is alluded to as indicating "the
beginnings of that revolution in Chinese
dress which must inevitably follow the
adoption of Western education and modes of
life in China." With the disappearance of
the queue, as he says, must go, sooner or
later, the long gown, "because even to
Chinese eyes there is something incongruous
in the appearance of a man in a flowing robe
of silk or cotton whose close-cropped head is
surmounted by a foreign cap or Panama
hat, and whose feet are encased in leather
boots. As was the case in Japan a genera-
tion ago, it is in the headgear, underclothing
and footwear that the tendency towards

change of costume first becomes noticeable.
Therefore it is for such articles as flat cloth
caps, soft felt and straw hats, singlets and
pants, socks and shoes, that there is most
likely to be a strong demand in the near
future." Whether that future is so near as
Mr. Fox, when he wrote his Report, was
justified in believing it to be, has become a
matter of some doubt since the revolutionary
outbreak in Canton when short-cropped
heads became strongly suspected of harbouring
revolutionary sentiments. From clothing
we pass to building construction. A
sum of £1,203,004 was spent by China last
year on the purchase of foreign building
materials, cement, timber, furniture, window
glass, &c., and Mr. Fox rightly points to this
as indicative of another far-reaching change
which is coming over the habits of the
Chinese people. "The dilapidated rows of
one-storied houses of lath and plaster, dark,
insanitary and comfortless, which formerly
did duty as Government offices, schools,
barracks, &c.," he writes, "are rapidly dis-
appearing before buildings in foreign style
of brick and stone, fitted with such up-to-
date appliances as electric light and
steam heat; while in all large cities
and trading centres merchants and ship-
keepers are replacing the shanties of former
days with modern constructions in which

the ganglion, or foreign upper storey, and the
plate-glass windows, are usually conspicu-
ous." The style, as he adds, is more often
than atrocious and the work shoddy, but
in places like Shanghai and Peking, and,
we may add, Canton, where the erection of
business buildings and Government offices
has been entrusted to foreign architects, the
results are not unworthy of a European city.
Then we may turn to the import of
machinery and railway material, which last
year reached a value of £3,122,000. The
great change which these figures signify
can hardly be estimated. They undoubtedly
denote the fact that China, after some years
of hesitation, has definitely entered the
world's markets as a purchaser of machinery,
and when we consider that this implies
recognition of the fact that railways
are an indispensable factor in the develop-
ment of China's natural resources, and that
every new railway means, sooner or later, a
demand for machinery to be used in exploit-
ing the vast stores of mineral wealth that
lie dormant in the Empire, we only begin
to realise the great possibilities the future
holds for the development of foreign trade.
The time will come, no doubt, when the
bulk of China's needs in all these directions
will be met largely by native industrial
undertakings, just as Japan is striving to
supply her own needs, but in the meantime,
at least, the greater the progress in China
the greater will be the country's foreign
trade, both import and export.

The German Mail of the 9th August was
delivered in London on September 8th.

The Shanghai Autumn Race meeting has
been fixed for November 6th, 7th and 8th.

Sentence of two months' imprisonment was
yesterday passed on a Chinese who was caught
picking pockets in Des Vexes Road.

Captain Meyer Waldeck, of the German
Navy, has been appointed Governor of Kiao-
chao, in the room of Admiral Trappold, who has
retired.

At the Magistracy yesterday a Chinese was
sentenced to six months' imprisonment and to
be exposed in the stocks for four hours for
returning from banishment.

The only cases of communicable diseases not-
ified in the Colony last week were two of enteric
fever (both British) and two of small-pox (both
Chinese). The small-pox cases proved fatal.
The plague return was a blank.

A Chinese was yesterday sentenced to two
months' imprisonment for throwing stones at
an Indian constable in the Tai Ping Theatre on
Saturday night during the performance.

We are informed that the police prohibited a
banquet which was to have been given at West
Point on Saturday night to three representa-
tives from the Chinese here who are oppos-
ed to Peking to protest against the railway
policy of the Chinese Government.

The coolie who was arrested at 106, Gough
Hill Road last week and who was prevented
from jumping through a window in order to
escape from the excise officers was brought
before Mr. Wood at the Magistracy yesterday
and fined \$37 or one month in prison.

A Changsha correspondent writes: "More
rumours of trouble confront us, and once more
it is the rice question which is the base of the
report. It is feared that the withdrawal of the
embargo on the export of rice which it is re-
ported is about to be effected will cause distur-
bances."

News has been received that Mr. A. W.
Pontius, American Consul at Chungking, will be
transferred to Dany, vice Mr. A. Williamson,
transferred to Antung. Mr. R. Green, Consul
at Mukden, is transferred to Hankow, vice Mr.
Mosher, transferred to Germany. Mr. Maynard,
Consul at Vladivostok, goes to Harbin, and
Mr. C. L. L. Williams, Consul at Swatow, goes
on leave for several months, which he will spend
at Peking with his father at the American
Legation.

The most notable movement in the Foreign
Market on the London Stock Exchange last
month was a further appreciable advance in the
new Chinese scrip, which was in steady demand
for investment purposes; the price at one time
reached 105 and closed on the 10th ult. 14 higher
on balance at 104 1/2.

The return of visitors to the City Hall Library
and Museum for the week ending the 10th Sep-
tember, 1911, shows that of non-Chinese there
were 435 to the Library and 177 to the Museum,
and of Chinese 149 to the former and 2275 to
the latter. The Library was, therefore, used by
554 persons and the Museum by 2,452.

Several lots of gamblers appeared before the
Magistrate yesterday. In one case three men
were fined \$3 each for having been found gam-
bling in the street, in the second eleven men
were fined, the two keepers \$75 each and the
remainder \$4 each, and in the third case fifteen
men were similarly dealt with, the two keepers
here being fined \$75 each also.

According to a San Francisco despatch con-
signments of tea, aggregating 50,000 cattie, have
been refused entry after a long examination, on
the ground that the tea had been coloured, con-
trary to the Provision Law. The stocks in
China of such tea, and intended for export to
America, amount to 30,000,000 cattie, but it has
now lost its market. The import merchants are
expected to substitute Japanese tea.

In consequence of an accident to the Canadian
Pacific Railway Company's packet *Empress of
China*, there was no despatch of mail
from England by the route of Vancouver on the
1st of September last. Correspondence (except
parcels) for Japan which would in the ordinary
course have been sent by the service was des-
patched to the United States on the 30th of
August and the 2nd of September for onward
transmission by the first opportunity.

A great public meeting was to be held at
Singapore on Tuesday last under the auspices of
the Straits Settlements Association (Singapore
branch), to discuss the provisions of the Mun-
icipal Bill now before the Legislative Council
with regard to the proposed constitution of the
new Municipality. The following resolution
was to be proposed:—"That this meeting
strongly disapproves of the control of Municipal
affairs of this Colony being taken out of the
hands of the ratepayers."

MACAO NOTES.

A COMING FETE.

September 10th.

The Chinese are at present busily engaged in
making arrangements for a series of festivities,
with a night procession, theatricals, public
fair, gambling of all descriptions at the "Tap-
seac," etc., on the 5th October, to celebrate the
first anniversary of the Portuguese Republic.
Many merchants from Canton, it is stated, are
coming over to take part in the fair. I under-
stand that the fete will last a week. The public
have been requested to have their houses il-
luminated. The soldiers and sailors will have
their own feasts in barracks and on board of
the ships. As the time is drawing near, I won-
der that the Committee has not yet published any
programme for the occasion, as by so doing it
might induce the public to take more interest
in the matter.

RETURNING OFFICIALS.

Dr. Vidal, the Chief Justice, and Senator
Miranda Guedes, Director of Public Works,
are reported to be on their way back to this
Colony.

SHOOTING.

Saipa have made their appearance very
early this year, and sportsmen are getting good
bags in the interior.

THE YOKOHAMA SPECIE BANK, LTD.

The Yokohama Specie Bank is in receipt of
a telegram from the head office to the effect that
at the half-yearly meeting of shareholders held
at the head office of the bank at Yokohama, on
the 9th inst., it was resolved to pay a dividend
of 12 per cent. p.a. for the last half-year ending
30th June, 1911; to add to the reserve fund
Yen 300,000, and carry forward the sum of Yen
1,193,000 to the next account.

LOCAL SPORT.

CRICKET.

Preparations are being made for the com-
mencement of cricket. Already practice at the
nets is to be noted at Kowloon and on the
Happy Valley, while last Saturday the R.A.M.C.
and a scratch team from the Civil Service made
a beginning with a match. The Medicals won.
Kowloon had a match between Married and
Single on the same day, the latter winning.
The scores will be published to-morrow.

LAWN BOWLS.

As the match between Civil Service and
Talkoo has been postponed until the 23rd inst.,
the League competition cannot be decided yet.
If the Civil Service win they will have the same
number of points as the Police, and a deciding
match will have to be played on neutral ground,
probably Kowloon. It is hoped if this be so, to
bring off the final in the open championship
competition on the same day.

THE BIJOU.

This bright little show-place continues to
attract large audiences. There is a galaxy of new
pictures, and the return of Miss Vera Ferraro,
whose songs are indeed new to Hongkong,
adds lustre to the best entertainment in the
Colony.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

RIOTS IN SZECHUAN.

VICEROY'S YAMEN ATTACKED.

PEKING, September 11th.
The telegraph service between Tzechow
and Chengtu has been interrupted since
Friday.

Native advices confirm the report that an
attack has been made on the Viceroy's
Yamen, and a number of rioters, variously
reported between 20 and 60, were killed.

The Chungking Taotai states that the
foreigners resident at Chengtu left that
city for Chungking on Thursday and Friday,
behind taking precautions to ensure for
them a safe journey.

Chungking has refused to join in the
disturbances.

[THROUGH REUTER'S AGENCY.]

GERMAN ARMY MANOEUVRES.

LONDON, September 11th.
Reuter's Berlin correspondent states that

the Army Manoeuvres opening to-day at
Mecklenburg will be unusually interesting.
It is presupposed that a hostile army
which had landed on the North Sea and
Baltic were advancing on both sides of the
Elbe towards Berlin. The task of the
weaker opponents is to resist the advance.

The country is hilly and wooded and is
interspersed with lakes.

The respective sides are popularly
christened British and Germans.

The combatants exceed 100,000. Each
army is supplied with an airship and four
aeroplanes.

FRENCH NAVY READY.

LONDON, September 11th.
Speaking at Toulon, M. Delcasse said the
French Navy was ready for any eventuality
at any time.

FRANCE AND GERMANY.

BUSINESS DISLOCATION IN GERMANY.

LONDON, September 11th.
From Paris it is semi-officially stated that
the German counter proposals raise ques-
tions of principle which require serious and
minute examination.

The war scare in Germany has caused
heavy falls on the Berlin Bourse.

The *Lokalanzeiger* in an inspired article
rebukes German business circles and protests
against the folly of crediting the wild reports
in currency. It urges the Bourse to keep
its head in its own interest and in the
interest of the whole country.

Both Governments are determined to
reach a permanent agreement. Meanwhile
the nervousness of the ignorant classes is
increasing, and local authorities are issuing
warnings and counselling a calm, declaring
that the scare is the work of the frivolous
Press.

BURGESS AND THE MUSIC HALLS.

LONDON, September 11th.
Burgess, the swimmer who last week swam
across the English Channel, has declined
Music Hall offers of £500 a week.

He gives a six-hour display at the
Stadium, on Saturday.

MISS THURSTON'S DEATH.

LONDON, September 11th.
It has transpired that Miss Katherine
Thurston, who was found dead in bed last
week at Cork, was to have been married
to-day to a London doctor.

DEAR FOOD AGITATORS IN PARIS.

LONDON, September 11th.
Dear food demonstrators appeared in the
market in Paris, but the police drove them
off.

THE RUBBER EXHIBITION.

LONDON, September 11th.
The Committee of the Rubber Exhibition
in London has awarded the hundred guinea
trophy offered by the *India Rubber Journal*
for the best plantation Para Rubber to the
Sungei Kapar Company.

ANOTHER AVIATION FATALITY.

LONDON, September 11th.
An aviator flying at dusk at Esslingen
collided with a post and was killed.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

LABOUR AND POLITICS.

LONDON, September 11th.

The Trades Congress has closed. A re-
solution was passed in favour of co-operating
with the Labour Party with a view to the
unification of trade unions and societies
connected with the Congress and the Party,
though considerable opposition was raised
on the ground that the introduction of
politics would impair the usefulness of
Congress.

AMERICAN CRUISER FOR TRIPOLI.

LONDON, September 11th.

A Washington telegram reports that the
cruiser *Chester* is being dispatched to Tripoli
for the protection of the American Archaeo-
logical Mission in consequence of the murder
last March of Mr. Cyrene, a member of the
mission.

THE SPANISH OCCUPATION OF MELILLA.

LONDON, September 11th.

Three thousand troops have been dis-
patched to reinforce the garrison at Melilla.

BRITISH POSTAL SERVANTS.

LONDON, September 11th.

The Postmaster-General has consented
to receive a deputation of postal servants to
discuss their grievances.

DEAR FOOD RIOTS.

LONDON, September 11th.

Order has been restored in the Pas de
Calais Department; otherwise the situation
has become worse. The riots were renewed
at Roubaix, where the mob tore up the
pavements and stoned the troops, several of
whom were injured. The cavalry were
unable to charge owing to the wire entangle-
ments in the streets.

LONDON COUNCILLORS IN VIENNA.

LONDON, September 11th.

The Lord Mayor and members of the
Corporation of London arrived at Vienna
and were accorded an enthusiastic reception.

THE RICE FAMINE QUESTION IN HONGKONG.

A meeting of the directors of the Tung Wa
Hospital was held yesterday afternoon to con-
sider Messrs. Tse Tsan Tai and Tans Yik Kin's
letter urging the convening of a meeting to
discuss the rice famine question and to devise
ways and means for coping with the serious
situation which has arisen out of the floods and
failure of crops in Kwangtung, the Yangtze
provinces and Siam.

Messrs. Tam Yik Kin and Tse Tsan Tai
addressed the meeting, and proposed the follow-
ing resolutions which were passed unanimously:

1. That the Government be requested to
temporarily prohibit the export of rice from the
Colony, so as to enable the Colony to provide
an ample store for local consumption.

2. That the cornering of rice and unreason-
able increases in the price of rice by speculators
be prohibited by the Government, and that the
present stocks of rice in the Colony be sold at
the wholesale purchase price, plus storage and
conveyance expenses.

3. That the Government be requested to
telegraph to the Government of Siam to permit
shipments of rice to be made to Hongkong, as
circumstances will permit, for the relief of the
Colony.

The question of chief rice distribution will be
considered at a subsequent meeting.

THE CHINAMAN A CUSTOMER.

Reporting to Washington as to the state of
the market for "khit goods," the American
Consul at Shanghai says: "No really serious
effort has been made by Americans to supply
goods of this nature, though certain brands of
underwear were introduced a few years ago and
were in good demand by natives. Through
carelessness in packing, ticketing, selection of
material, and similar details, the market has
been largely lost. There is nothing so fatal in
China as deterioration of a 'chop' or brand.
The native pins his faith absolutely to 'chop',
and that to him for all time says the goods sold
under it are identical. Once let him learn
otherwise and he deserts promptly. The Chinese
are particular customers, and something about
the same does not appeal to them. The manu-
facturer who enters this market now to cater to
the native will first have to establish his 'chop'
and live up to it."

A HEALTHY BRITISH COLONY.

The Blue-book on the Falkland Islands issued
by the Colonial Office states that the estimated
population was 2,559 at the end of last year.
The death rate was 6.72 per 1,000 as against 6.60
last year, while the birth rate 18.92 per 1,000
was lower than any European country except
France. Males were in excess of females, the
proportion being as three to two. The strength
of the volunteer force was two officers and 112
non-commissioned officers and men, and the
casualty grant earned was £94. During the
last few years the whaling industry had
grown enormously, and while seven whaling com-
panies had leased sites for factories on shore a
dozen companies operating in territorial waters
employed floating factories. Two meat-canning
factories were in course of erection, and whereas
all surplus sheep had hitherto been boiled down
only for their tallow the new industry would
afford additional employment locally.

THE FLOODS IN SWATOW D'STRICT.

A MILLION PERSONS DESTITUTE.

UNPRECEDENTED DEVASTATION.

[FROM A CORRESPONDENT]

Swatow, 9th September.

You might have heard, before this reaches
you, that very heavy falls of rain during the
last few days have covered with water hundreds
of villages in the three districts of Hai-Yao,
Ting-Hai, and Jao-Ping, in this Prefecture of
Tee Chow of the Kwang-Tung Province. The
greater part of the dike of the Whay-Sys and
Tan-Ching villages opposite to Chao Chow Foo
burst through the force of water rushing down
the mountain sides of the Hak-Ka district and
that element as quickly as natural rapidity per-
mitted found its way into all the lands liable,
by reason of their lowness, to receive it. Of the
three districts flooded, Hai-Yao suffers the most
while Jao-Ping is afflicted in a less degree than
Ting-Hai. The flood in many villages has
risen above the roofs of houses of the unfor-
tunate inhabitants, and overturned trees of the
height of the guava or platan trees. Many
have been driven by the water to save their lives
by perching on roofs that are fortunately high
enough for that purpose; but thousands have
perished by being carried away by the terribly
rapid currents of the flood. Every accessible
spot, hill, or mound, which is beyond the reach
of the deluge, swarms with human beings. In
fact, they are between two fires, for drowning and
starvation are glaring in their faces, by reason
of its being extremely difficult or almost
impossible to send relief from Swatow, com-
munication between this end and the majority
of the deluged spots being almost completely cut
by the rapidity of the currents. What from
this cause, and what from the want of boats
available in number to render immediate suc-
cour, anxiety in the breasts of people here
(Swatow) for the safety of the survivors is
beyond description. Human corpses, carcasses
of beasts, and wreckage of all sorts are con-
tinually floating into the sea through the Swatow
streams. Information has just reached us that
several boats, carrying survivors in trying to
escape to Swatow, went with a tremendous force
caused by the rushing speed of the currents
on the roofs of houses, or on some
submerged substances, and capsized, with the
deplorable result that the passengers were all
drowned and lost. Many houses have collapsed,
with the occupants buried alive or thrown into
the merciless currents and carried away by them.

Happily, the rain ceased four days ago, though
the sky was so threatening in the evening of the
next day that people at Swatow were in dread of
the devastation extending. It is now beautifully
shining, but it requires at least a couple of months
before the flood can completely disappear and
things bear their usual appearance, provided
that there be no further downpour.

Now, as the number of those expected to
escape from the heartrending calamity, who are
homeless and in a state of utter destitution, is
estimated to be more than one million, and as the
paddy crops of the Hai-Yao district have been
totally destroyed by the flood, and those of the
two other districts have to a greater or less
extent met the same fate, coupled with the
approach of winter—I am forced by a feeling of
compassion to write this and ask you, in the
name of Charity, and for the sake of our fellow-
creatures, who are as much the sons of the Creator
as all the other mortals on earth, to exert every
nerve to cause subscriptions to be raised as soon
as possible, if not immediately, at your end for
the relief of the starving survivors.

Subscriptions may be sent through the Hong-
kong & Shanghai Banking Corporation, Hong-
kong, to Sim Kye Pang, Esquire, who has kindly
undertaken to attend to the disposal of the same
for the benefit of the sufferers, and I take the
liberty of sending this letter on the ground of
humanity for the same purpose.

CHEERED ON RELEASE.

Friends and employees, numbering fully a
thousand, gathered at Glasgow Prison gates re-
cently to welcome Mr. James Weir, son of a
wealthy Glasgow engineer, on his liberation
after undergoing 40 days' imprisonment for
assaulting Dr. MacEwan, son of Sir William
MacEwan. The case created a great sensation
in Scottish society recently. Dr. MacEwan was
engaged to Mr. Weir's sister, and after the
marriage had been broken off Weir
attacked the doctor as he was about to enter
a hospital. Dr. MacEwan was badly injured
in the attack. Mr. Weir was surrounded by his
friends and employees from Messrs. Weir's
works as he emerged from prison, despite the
fact that his release had been made privately by
the prison authorities, with a view to avoiding a
demonstration. His sympathizers would not,
however, be denied, and the demonstration was
made the more remarkable by the presence of
two brass bands. After Mr. Weir had been
hoisted on to a white horse, a procession was
formed, and, headed by the bands, escorted him
to his residence.

SUPREME COURT.

Monday, September 11th.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT]

MASTER MARINER AND SHIP OWNERS.
The hearing of the appeal by the defendants against the decision of Mr. Justice Gompertz in the action between Captain Tom Austin (respondent) and Chi Wo & Company (appellants) was commenced. Hon. Mr. Pollock, K.C., and Mr. Potter, instructed by Mr. D. Lewis, of Messrs. Johnson, Stokes & Master, appeared for appellants, and the Hon. Mr. Alabaster, instructed by Mr. Stevenson, of Messrs. Deacon, Looker & Deacon, appeared for respondent.

The motion for appeal was brought on the following grounds, amongst others:—
(1) That the finding of the learned Judge that there was no oral agreement between the appellants and the respondent to the effect that the engagement might be terminated by 24 hours' notice on either side was against the weight of evidence.

(2) That the learned Judge held, without any evidence being before him to that effect, that it was the usual course of duty on river boats plying between Hongkong and Canton and carrying only two officers for no regular watch to be kept, but that the appellants can call evidence to show that on river boats plying between Hongkong and Canton and vice versa and carrying only two officers, regular watches are in fact kept.

(3) That inasmuch as Captain Pybus was called in to advise the Court upon the evidence before the Court as to the duty of the respondent to set regular watches, the independent statements of Captain Pybus amounting to evidence as to the practice on river steamers with regard to keeping regular watches ought not to have been accepted by the learned Judge as evidence or otherwise for the purpose of arriving at his judgment.

(4) That it appears from the learned Judge's judgment with regard to Captain Pybus' statements to him, that Captain Pybus could speak only as to his belief and not as to his personal knowledge as to the usual course of duty on the West River boats.

(5) That as regards the usual course of duty on the Yangtze river boats, Captain Pybus could only speak of his own personal knowledge in regard to a period antecedent to the year 1891, since when he has been employed continuously on one of the ships of the Canadian Pacific Railway Company, which are ocean-going ships.

(6) That in view of the practice of keeping regular watches which in fact prevail on river steamers plying between Hongkong and Canton, even though carrying only two officers, it was not proper and seamanlike for respondent to run his ship for various periods during the voyage with only a Chinese pilot on duty on the bridge. But that on the contrary it constituted a neglect of duty in the respondent to have omitted to keep a system of regular watches between himself and the mate throughout the whole voyage between Hongkong and Canton and vice versa, and that such a neglect of duty would have justified the appellants in dismissing him without notice.

(7) That any method of procedure in a river voyage such as is described by the respondent would constitute a neglect of a precaution which is required by the ordinary practice of seamen, and would have justified the appellants in dismissing him without notice, and that any custom (even if proved) to neglect such a precaution would be bad in law.

Hon. Mr. Pollock said they were moving for leave to call fresh evidence. It was desirable that that point should be settled first, and if their Lordships agreed they would proceed to call fresh evidence. His reasons for making the application was that they had certain witnesses down here at some expense.

The Puisse Judge—On what point do you desire to call fresh evidence?

Mr. Pollock—On the question of custom.

The Puisse Judge—The question to call fresh evidence upon that point was only raised after the Steamship Company had practically closed their case. They called a gentleman from the Harbour Office to give certain evidence that the custom which prevailed on this ship was a bad one and unseamanlike. Thereupon Mr. Stevenson said he wished to call evidence to rebut that.

Mr. Pollock—As far as I know there was no question of custom. We have the evidence of the witness Evans that since Captain Austin was discharged the system of keeping watch and watch has been observed.

The Puisse Judge remarked that both systems were described as seamanlike. The question was which was better.

Mr. Pollock—Captain Austin's evidence was "this is my individual practice."

The Puisse Judge—The question was put to the assessor: "Was it seamanlike?" The answer was that it was seamanlike. What you want is to appeal from the assessor's answer.

Mr. Pollock—It was put to the assessor in a duplicate manner.

The Chief Justice—The question "Was it seamanlike?" was a proper question to put.

Mr. Pollock—Surely the assessor's answer must affect the judgment of his Lordship.

The Puisse Judge—Supposing you have a conflict between two naval men, don't you ask the assessor which of the two he prefers?

Mr. Pollock—No, not on the question of evidence.

The Puisse Judge—In cases of maritime practice?

Mr. Pollock—The assessor cannot be asked which of the people you believe?

The Puisse Judge—Supposing the two experts differ, then I must find that the plaintiffs have not made out their case.

Mr. Pollock pointed out the necessity for the officers keeping watch and watch. There were many boats going up and down the river, and if a collision took place they would be found liable if it was proved they had no certificated-officer in charge at the time.

The Puisse Judge replied that the Court had already expressed an opinion on that point.

Mr. Pollock said the Court had expressed the opinion that the officer was to keep watch.

The Puisse Judge added that the Court had said that two officers were not enough.

The Chief Justice stated that he had had a correspondence on the subject with the Government.

Mr. Pollock referred to the correspondence, and said his Lordship had come to the conclusion that the Merchant Shipping Ordinance did not require one officer to be on watch.

Surely the meaning must be that the ship was to be provided with two officers and that they should keep watch and watch.

The Puisse Judge said the owners were aware of the way in which Captain Austin was running his ship.

The Chief Justice said that if the owners were aware they could not summarily dismiss him.

Mr. Pollock—Supposing they did not know?

The Puisse Judge—I have found that they did know.

Mr. Potter then addressed the Court, contending that the plaintiff would have to prove more than that defendants merely knew that he had run his ship without keeping watch.

After discussion, their Lordships decided that no further evidence was necessary, and in these circumstances there was no need for the services of an assessor.

Mr. Pollock then dealt with the second point, and submitted that the weight of evidence was against the finding of the Puisse Judge.

The respondent denied that there was any such agreement come to, but two witnesses for the appellant said that a verbal agreement had been arrived at. He further submitted that there were certain surrounding circumstances which might lead the Court to the inference that such an agreement had been arrived at.

The Chief Justice said he was afraid he could not see his way to allow the appeal on that point, because in this case the learned Puisse Judge, who tried the case, did not believe the witnesses. If he did not believe them he did not see how it was possible to say that he ought to believe them. On the other points also he was of opinion that the appeal should be dismissed.

Mr. Alabaster Judgment for respondent with costs?

The Chief Justice—Yes.

SHIPPING NOTES.

The America-maru, which has been purchased by the Osaka Shosen Kaisha from the Toy Kisen Kaisha, was to be transferred to the new owners at Kobe on September 9th. The vessel will then be refitted and will probably leave Kobe on October 30th for her first trip in the O.S.K.'s Formosan service.

The Norwegian str. Proteus, chartered by the C. E. and M. Co., bound to Shanghai coal laden from Chinwangtao, went ashore on the 2nd inst. on one of the shoals on the Tsungming crossing. News of the stranding was sent to Shanghai and tugs were sent out to the vessel.

Every effort is being made to refloat the Tientsin, which is aground near Yochow. The Kian is on the scene, the Shast left Hankow on 31st ult., with four lighters, and the gunboat Kinshu left on 1st Sept. to assist in the work of salvage. The Shast on 31st ult. brought to Hankow all the Chinese passengers and five thousand packages of cargo from the stranded steamer.

It is learned, says a Shanghai contemporary, that the I. C. str. Kutso, now ashore at the N. E. Crossing, is hard and fast, and it has been found impossible to tow her off. Nothing can be done now until the water falls, when a channel will be dug for her, as was done about 12 years ago when the C. M. str. Kiangwan went ashore near Christmas Island.

The wreck of the Russian torpedo-boat destroyer Sirois (?), 250 tons displacement, has been partly salvaged at Port Arthur. We suppose this to mean that the vessel is being refloated in sections, as it is stated that the remainder will shortly be salvaged, says the Nagasaki Press. When repaired the vessel will be placed on the active list. As the six guns were found in their proper position it is believed that the vessel was sunk by a mine explosion. She was lying in 34 feet of water.

EFFECT OF THE HEAT WAVE IN ENGLAND AND WALES.

GREAT INCREASE IN CHILD MORTALITY.

The weekly return of births and deaths in the great towns of England and Wales, issued by the Registrar-General, shows that in these towns the deaths in the second week in August corresponded to an annual rate of 18.6 per thousand of the population. In the preceding three weeks the rates had been 12.1, 13.6, and 15.9. In London the annual death rate from all causes rose to 18.7. In the preceding three weeks it had been 11.4, 13.7, and 15.5. The death rate in the four weeks ended August 19th averaged 14.8 per thousand, being 3.4 per thousand above the mean rate in the corresponding periods of the five years 1906-10. The increase in infant mortality has been remarkable. The deaths from diarrhoea and enteritis of children under two years of age, which had shown a progressive increase, being 56, 157, and 318 in the preceding three weeks, rose last week to 548.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

August 22nd.

At last we breathe again, for the strike seems to be over so far as the tying up of the general transport arrangements of the country is concerned.

The Daily Chronicle (once a fairly moderate Liberal paper, but having now somewhat strong Socialistic tendencies) of this morning states the situation at the moment as follows:

GOVERNMENT AND THE STRIKE.

LABOUR ATTACK IN THE HOUSE OF COMMONS.

HEATED DEBATE.

VINDICATION OF HOME OFFICE ACTION.

LIFE SAVED BY USE OF TROOPS.

CHANCELLOR REBUKES MR. KEIR HARDIE.

"CONTUMPTIBLE."

NAMES OF THE PEACE COMMISSIONERS.

Complete peace has followed on the acute strike of a few days ago. Even on the North-Eastern system, where disaffection lingered, a settlement was arrived at last night, and the men are advised by their officials to return to work.

Manchester is back to its normal industrial life, but there is still a deadlock in Liverpool, arising out of the Corporation's refusal to reinstate the 300 tramway workers who struck.

In both Houses of Parliament yesterday Ministers announced the names of the Commissioners who will inquire at once into the railway workers' grievances.

In the House of Commons, on the motion for adjournment, an exciting debate in which strong words were used, was waged by Labour members attacking the Government—particularly the Home Office—for the issue of "partition" strike bulletins and the calling out of the military forces.

Mr. Churchill's reply showed that the national emergency justified exceptional measures, and that the prompt posting of troops in strike areas saved a part of the nation from starvation and minimised bloodshed among the rioters.

In a reply directed at Mr. Keir Hardie—who had declared that the Premier had said that he had prepared to shoot down every striker—Mr. Lloyd George described the attack as contemptible, and said there was no word in the Parliamentary category to describe such conduct.

The Chancellor backed up his rebuke by a refutation of the charge that the Government used no pressure to make the companies meet the men's representatives.

Mr. Hardie's amendment to the adjournment motion was defeated by 93 votes to 18.

The generally calmer Unionist papers do not take nearly so hopeful a view, and seeing that thousands of men in the Liverpool and North-Eastern districts are still "out," that various small strikes and numerous threats of bigger ones in many different industries are occurring hourly, and that South Wales is in a state of anarchy, there would appear to be much justification for their pessimism. At any rate, up to this morning we are very far from having reached "complete peace." Still, as a railway porter, speaking to me about the folly of the strikers, said, "their heart is broken."

Certainly we have had a bad time and considerable scare. Two poor fellows looking over a private garden wall in Llanelli fatally shot by the soldiers firing at the rioters, five killed by an explosion in a wagon they went only set fire to, similar incidents in Liverpool, and waggons of perishable goods rotting in the railway yards, gave a fair imitation of England under siege. Probably the mothers of the country are the most pained by the lifting of the ban, for they were in deadly fear of the stoppage of the milk supply, knowing that in such a case none but the children in the country districts could survive.

One result of the strike fever has been a remarkable growth of trade unionism among women. The workers in the card-box, jam and biscuit factories of South London have gained substantial advances in pay, and in one day four thousand of them joined their union. One big employer, I understand, sent for the secretary of the union and asked her to enrol all his girls, as he would rather deal with them collectively than singly.

But as to the railwaymen generally, it is a striking fact that only about a third of them were actually out, of 459,000 railway workers only 99,000 belong to the Union. Yet the minority completely controlled by the Socialists managed to put the country into considerable confusion. It was odd to see the stations turned into military camps and the lines and tunnels patrolled by soldiers. London itself was getting under military rule when the strike was lifted. One humorous incident came to my notice. From London Bridge station a van came in charge of police with a great crate in it wrapped in canvas. The strikers made a rush to turn it over, but just then a roar was heard that gave them pause. The police, taking the hint, lifted the canvas and displayed a great African lion in a cage. Directly it saw the crowd it lashed its tail and roared again. The crowd fell back and there was no further trouble with that van-load.

AMERICAN MEAT & CHINESE PORK.

I hear that it is likely before long we shall hear more about the shortcomings of American meat than of Chinese pork. The Liverpool authorities are much concerned about the quality of some of the meat that is coming in from the United States, and intend presently to press the Government for more drastic measures of marking it, so as to show just where the inferior food comes from. As to the Chinese pork, I am assured on the highest authority that the port medical officers have been favourably impressed with it, and are of opinion that it has all the appearance of being well-fed and carefully inspected. This view was borne out the other day at the meeting of the Royal Institute of Public Health Congress in Dublin. Professor E. W. Hope, of Liverpool, who presided, said that few people ever thought of the responsibility of the port sanitary inspectors, because the work went on placidly and with little friction. Going on to speak of Chinese pork, he said pig rearing was an important industry in some of the rural districts of China. The animals were very carefully bred and kept in the most sanitary conditions that would amuse the ordinary pig-farmer in the British Isles. The pigs were fed very largely on rice and the roots of the lotus lily, and if they put a side of Chinese-bacon by the side of one of their best home-cured sides, it would be almost impossible to distinguish the difference.

PEACE—ARMED.

While there is a great deal of talk nowadays about peace and arbitration, and although in a vague way the conditions seem more favourable than ever before, there are those among us who do not mean to let the public fall asleep over the need for well-arranged defence preparations.

To begin with, the women's corps of nursing and convey workers has been in camp on Salisbury Plain for the first time along with the men, the only difference in their arrangements and those of their brothers being that they were enclosed in a ring fence, with a sentry on guard at the only entrance to secure away any male intruder. Then, again, there has been a wonderful series of gifts to the War Office in the last few months, winding up with £10,000 from "An Englishman from Beyond the Seas" for the purchase of a rifle range near some thickly-populated district.

Besides that Lord Haldane has had placed at his disposal an airship, a great garage for airships, four monoplane, an estate with full equipment for horse breeding, and £15,000 to encourage recruiting.

FASHIONS FROM CHINA.

From Paris we hear that the women of our continent are to come for their next fashions to China. We have gazed upon the fair charmer in the Rajah's turban, the Russian moujik's cap, and then the Turkish fez, so I suppose the millinery magicians had to come further East for ideas. Long ago the embroidered robes of China and Japan were made to serve as the models for Western opera cloaks. Now it is the hat of the Oriental that is to be annexed.

Clearly some of the creations that are on show here, in covered satin or canvas, are fashioned on the mandarin's cap. There is the rounded but low crown and the turned-down meshwork brim, widening out at the edge. The ordinary trimming of these hats is a bunch of flowers or a cluster of fruits—usually tangerines, small apples or plums—at each side. I fear the worthy mandarins of inner China would hardly recognise their Westernised headgear with these sham orchards stuck on them.

THE DELHI DURESS.

We had reports here the other day that there was a strong prospect of the great Delhi Durbar being postponed because of the drought and the impending famine in India. But the authorities in India have been quick to deny this and to explain that though there has been great dryness in some parts and famine conditions will prevail there, the trouble is by no means widespread enough to interfere with the arrangements that have been made for this important part of imperial ceremony. To make the distress as little felt as possible, wherever there is a prospect of shortage the government is being more prompt than usual with preliminary arrangements for relief works. All that is anticipated is that the number of troops at the Delhi functions may be somewhat curtailed, but as to that every report that comes to hand is an improvement on its predecessor.

THE KING AS SPORTSMAN.

The King is said by most people to excel most as a shot. And indeed he does so excel, for he is one of the six best shots in the country. But his real passion is salmon fishing. It is to enjoy that that he will go in a few weeks' time to stay with the Duke of Richmond and Gordon in Banffshire, where the Spey is said to be unusually well stocked with fine fish this year. As to shooting, a good story is going the rounds attributed to Mr. Augustine Birrell. The Chief Secretary of Ireland was the Minister in Attendance at Balmoral one year during the reign of King Edward, and Queen Alexandra found him one morning in the library after the King and all the other guests had gone shooting. "Why are you not out with the guns?" asked the Queen. "Because I hate to see anything killed," replied Mr. Birrell. "Then," said the Queen with her sweetest smile, "you should stand behind His Majesty at the butts." The son has evidently improved on that marksmanship.

THE POLITICAL SITUATION.

Though Lord Halsbury and his "Die Hardis" were defeated by a small majority on the passing of the Veto Bill, they swear to renew the fight. But Lord Halsbury is an old man, though a hardy one, and while still a "stout old bantam of a sporting breed," that does not necessarily mean equipment for leadership. Mr. Balfour and Lord Lansdowne take a lot of shaking from their domination; and I understand it is not the intention to hamper the old chief. If the Conservatives put together and construct a fighting policy they will have a far better chance at the next contest, for indubitably the strike unrest will have to be reckoned with by the Liberals. Whatever the cause, the Conservatives will be able to charge them with setting the trouble in motion by introducing inappropriate legislation, and the strikers themselves will retaliate on them also for using the military. One little curiosity of the Lords and Commons dispute has been the explanation of Lord Rosebery of why he spoke of the King as "young." Lord Carrington took him to task for it and pointed out that the King has long been in training for his office, is 46 years old, and has seen more of his empire than almost any of his subjects. Lord Rosebery replied that he used the word "young" in the sense of service, since the King is actually

young as an occupant of the throne. He says he got the habit from his parliamentary associations, because a man is a "young" member in the opinion of the House if he has not been a member long, even though his head is white with the snow of years.

THE MANCHESTER TRADE.

Manchester men and others who have extensive dealings with China think they are nervous of the effects of the strike on their trade, for several ships have been held up for a week in the Mersey, though the delivery of their goods in the East was a matter of urgency. What they wonder now is whether they can explain to the satisfaction of the Chinese firms just how the delay occurred that prevented them from keeping to their dates with exactitude. You have recently had more than enough strikes of your own, especially in Hongkong, and it would be inexpedient to tell the Chinese that they are only carrying on the same game as in Europe.

THE FLOODS IN THE NORTH.

100,000 PEOPLE REPORTED DROWNED IN ANHUI.

A member of the American Church Mission at Wuhu writes a thrilling account of the flood there in a letter dated August 30. He says: "The water is higher than it was ten years ago, and it has risen over one foot since last night. Hukiang is now an island, and the water is breaking in over the new bund. Lion Hill is practically an island. I have been down to the river side this morning, and the sight is deplorable."

"Straw huts, planks, beds and household goods are floating down the stream. It is reported that over 100,000 have been drowned. Hundreds, if not thousands, of straw huts which the refugees had erected on the foreshore are now under water, and the people are fleeing to the hills. The rain continues to fall higher. It seems to me that the whole city is threatened. It may be necessary for us to do something for our poor church members on the street. We certainly cannot let any of them die from hunger or exposure. Never in my life have I seen anything so sad."

"There are quite a number of famine works carried on by Guilds, and some attempts have been made to feed the hungry arrivals. But the present distress is not to be described. For the moment I don't know what to do or what may happen here in the near future. As I am writing these lines the whole city seems to be out shouting and fighting for their lives.—Central China Post."

DAMAGE AND DISTRESS IN SHANTUNG.
Telegraphic communication has now been re-established with the interior, writes the N. C. Daily News correspondent at Tientsin on the 5th inst., and the reports of damage and distress are more equal to any anticipations. Precious little equal to the province seems to be the whole of the West and South-west much of the millet and "tall grain" had been harvested, but a great deal of it was washed away from the threshing floors, and a large part of the ban and cotton crops are quite ruined. It is hoped that the peanuts have not suffered so badly, as this is a very heavily planted and cultivated mostly on light porous soil, which would be less affected by the overflow.

The Tientsin-Tsinanfu Railway is not so much damaged as was feared, that is, the damage is not so extensive as was thought. The Western section is not broken, and from Kiaochoo city, eighty-one kilometres from Tientsin, to Tsinanfu a regular service is arranged. Between Tientsin and Kiaochoo it is, however, badly damaged, and it will be some days before a through service can be resumed. The cause of the damage was that a river broke out of its bed, with the consequent difficulty of draining the water back.

THE RICE QUESTION AT SHANGHAI.
QUEST FOR SUPPLIES.
The N. C. Daily News of Friday last says:—Yesterday the price of rice in Shanghai fell about fifty cents, so that it was sold at \$11 per picul. The reason for this drop was the arrival of the previous night of ten waggons-loads of the cereal by the railway, this amount being equal to about 3,000 piculs. What it will be to-day is impossible to say, as everything, according to the brokers, depends upon the state of the weather, which, however, is generally believed to be made an excuse for a further manipulation.

In the meantime inquiries have been presented at the instance of the Chinese Chamber of Commerce with a view to securing future supplies. From Wuhu they will be able to obtain these, and they are also endeavouring to obtain a quantity from the Kiangpei district. Meanwhile rice from Changchou is cut off, not alone on account of the troubled state of the district, but because the boats are unable to pass under the bridges by reason of the floods. From Wuhu supplies are still available, but a rumour was in circulation in the Settlement yesterday that the local official was to prohibit any further exports from that district. This is unconfirmed, and it may either be part of the cornering scheme to give colour to this report, or it may form an indication of the real state of affairs.

In response to the message to Hongkong, inquiring whether any rice could be had there, it was at first stated that it had been received, but now and then a reply has been received that no rice at all can be exported. It is also impossible to obtain rice from Siam, while in the case of Saigon a message has been received that at the moment they cannot send any. At the end of the present month, however, or during October, they will be able to export a very large quantity. It is said that the cost of Saigon rice imported to Shanghai would be about \$10 per picul, but at the same time it is not so good as that obtained from districts nearer to hand.

One prominent Chinese yesterday gave expression to the view that in the whole of Shanghai the supply was only sufficient for ten days. If by the end of that time no further supplies were forthcoming, the populace would have to subsist upon flour instead of rice. Regarding this statement, it has before been pointed out that the speculators were using this supposed shortage to raise prices, and there was more than a suspicion that things were not so bad as they were made out to be. Upon the real facts of the situation it is, therefore, impossible to express any definite view.

THE OPIUM TRAFFIC.

Mr. T. Taylor (Lancs. S.E., Radcliffe, Min.) asked the Secretary for Foreign Affairs whether he had received a request from China that she should be allowed under the terms of agreement of May 8 last to exclude opium from three of her provinces; and if so, what action he was taking in this matter.

Sir E. Grey—The Chinese Government have expressed a desire to exclude Indian opium from Manchuria, Shansi, and Szechuan, under Article 3 of the Agreement of May 8 last. His Majesty's Minister in Peking has, with our approval, refused to consider the proposal until he is satisfied that the Chinese authorities in Canton and Fokien have ceased, and that it is the intention of those authorities to fulfil the terms of the Agreement in future.

Meanwhile the question referred to by Sir Edward Grey in the House of Commons has been adjusted. The Viceroy of Canton has given a written assurance to the British Consul-General that he will conform to the Edict of July 25 forbidding extra tariff taxation, and in return the British Government consents to the procedure prohibiting in the terms of Article 3 the import of Indian opium in Manchuria, Shansi, and Szechuan, to which places China hopes immediately to add the Metropolitan Province.

This progress is being made, but imagine the degree of decentralization of government in China where a prominent Viceroy is called upon by the British Consul-General to give a written assurance that he will in future obey the Imperial orders of his own Government.

INTIMATIONS.

HANDS A MASS OF CORRUPTION.

Eczema Started on Hands and Wrists. Spread to Arms and Other Parts of Body. Hands Big as Two Pairs. "I am Perfectly Cured, Thanks to Cuticura Soap and Ointment."

"My case of eczema first started on my hands and wrists and then it spread up my arms and to other parts of the body. One doctor said I was blood poisoning but he did me no good at all. Another doctor told me it was eczema, but I am sorry to say he did me very little good, and all this time the eczema was getting further and further. They healed my arms up, but it was only for a short time as I started to do my own work again, it all broke out worse than before. I was told by a friend to wash my hands, but to the detriment of my work, which I can tell you gave me much pain. I got a tablet of Cuticura Soap and gave them a good washing and I then gave them a dressing with Cuticura Ointment before going to rest. My cure commenced from then, for they started to treat my wrists and arms with Cuticura Soap and Ointment. They were now the worst of my trouble, but before using Cuticura Soap and Ointment they were a mass of corruption and as the skin was so bad, I had to use a rubber band to hold them together. On Jan. 22, 1910, Mrs. Smith wrote: 'I am very pleased to inform you that I am perfectly cured of eczema. I have not had so much as a small spot since that winter. Thanks to Cuticura Soap and Ointment.' Cuticura Remedies are sold throughout the world. London Depot: 27, Charterhouse St. Send for free booklet on skin diseases and their treatment."

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THE OPIUM TRAFFIC IN CHINA.
NEW REGULATIONS.

Telegraphing on August 22nd, the Times correspondent at Peking said:—The British Government is still in a practical manner manifesting its desire to assist China in the suppression of the opium traffic. Beginning on September 1st, a restricted Indian opium, other than 100,000, was prohibited by the terms of his contract, will be forbidden entry into Hongkong, nor can it be transhipped in Colonial waters. Since certificated opium, the entry of which into China is permitted, costs in India double the uncertificated, the entry of which into China is prohibited, large quantities of the latter have been imported into Hongkong, whence in the numerous water-channels of the Canton delta it can easily be smuggled into China. The British Government, recognizing China's difficulty, imposes the foregoing prohibition.

Persian opium in Hongkong in the possession of British opium merchants at present amounts to several hundred chests. From January 1, 1912, no Persian opium will be permitted to enter China, although in 1908 merchants were notified that the traffic would be extinguished gradually, ending in 1916. This year the full allowance of Persian opium has been already admitted. The Chinese will, however, admit further chests this year, provided that the total amount so admitted is deducted from the total Indian opium permitted entrance this year.

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THE FAR EASTERN SITUATION REVIEWED.

JAPANESE CONCENTRATION ON TRADE.

In these latter days of economic expansion commercialism and Imperial power go hand in hand. The interdependence of a nation's fiscal system and its foreign policy becomes daily more pronounced. Modern statesmanship has to reckon with the possibility that tariffs may be used for commercial, rather than for political, reasons. The renewal of the treaty between Great Britain and Japan for a further period renders appropriate an estimate of the forces and factors at work in the rapidly developing East, where, it will be seen, economic considerations outweigh all others.

Some ten years have passed since the inception of that first of political unions between East and West in modern times—the Anglo-Japanese Alliance; and, with the passing of the years, have passed, in large measure, the conditions which brought it into being. Russian ambition can hardly be said, at the present time, to constitute a disturbing factor in Eastern Asia. A Roosevelt's dream of a "Viceroyalty of the Far East" has been lost in the reality of a Russo-Japanese entente. Similarly the North-West of India frontier menace, so long the nightmare of British statesmen, has been exorcised by an Anglo-Russian understanding, amicable and comprehensive. On the grounds of high policy, therefore, the Alliance between this country and the British of the East may be said to have deserved well of its creators; and, if it has given the statesmen responsible for the safety of our great India—Dependency a sense of relief unknown for many years, it has also enabled Japan to rest undisturbed in the possession of her laurels as the military leader of the Far East.

However, in the wake of the Portsmouth Treaty, economic considerations came increasingly into play. The rulers of Japan have been a great lesson—lesson which even the first Napoleon failed to grasp in time—namely, that national predominance, if it is to be aught else than ephemeral, cannot be based on military power alone. The Japanese people (or, rather, their rulers for them) now aspire to become that which the genius of Bonaparte encountered in vain—"a nation of shopkeepers." In other words, the England of the East has resolved to rear the national edifice, and the hegemony of Eastern Asia it involves, on the foundations of commercial supremacy.

STATE-PROMOTED COMMERCIAL ENTERPRISES. With this end in view, the Katsura Cabinet set to work in characteristic fashion to surmount the difficulties which confronted them. There were, in brief, the loss of credit consequent on the war, and on the trade depression which followed; the unfavourable standing of the average Japanese merchant in the matter of commercial probity—emphasised by a distressing series of irregularities on the part of company promoters; and, finally, the deficiency in natural resources which is the lot of the Island Empire. To-day the result of an extended course of paternal administration is that practically all the great commercial enterprises are under Government auspices. Cabinet Ministers make tours through the chief industrial centres, inculcating the first principles of commercial morality; and the educational code from the earliest grades is carefully framed with the same object. Externally, a policy of continental expansion has been inaugurated, so that what Nature has denied to the islands of Japan may be found in Korea and South Manchuria; and a tariff has been devised to give the largest possible revenue, while at the same time protecting and stimulating the development of home industries. Indeed, it is not too much to say that in the manifold activities of such quasi-official concerns, as the South Manchurian Railway and the Oriental Colonisation Bureau of Chosen, the Katsura Ministry looks for economic salvation; while it attaches hardly less importance to the statutory tariff as a means to the same end. It can be imagined, therefore, with what mixed feelings the Manchurian neutralisation proposal of Mr. Secretary Kato was received by the Japanese people. It is characteristic of the Oriental that he does not wear his heart on his sleeve, and the Japanese is no exception to the rule. However, those who were in a position to gauge the popular indignation at the time can testify that it was inferior only in degree to that evoked by the Three-Power intervention in Liaoting at the close of the Chino-Japanese War. Emanating whence it did, this invitation to "pool" for the benefit of the world at large the one solid benefit Japan had to show as the result of a costly war came with a shock of disillusionment to the nation which, for some years previously, had been making special endeavours to win the good regard of America. The annexation of Korea, as serving to diminish the opportunities for further "proposals" of a like philanthropic character, became, from that moment, merely a question of months.

UNPOPULARITY OF THE ALLIANCE. To the British public as a whole it may come as a surprise to learn that neither Japan as a nation, nor the Alliance of 1905, as a bond between East and West, has been viewed with much favour by their compatriots in the Far East. Towards this result commercial, moral, and political considerations have contributed in diminishing degree, respectively. To begin with, cheap labour and Government subsidies render the Japanese merchant a formidable competitor of his Western confrere along the whole Pacific Coast from Vladivostok to Singapore. Secondly—and this is a national misfortune—the Japanese character does not always show to advantage either in business transactions or in social relationships, as witnessed and followed in the West. Finally, it cannot be denied that the attitude of Japan towards China of late years, with its tendency to high-handedness, has produced an unfavourable impression on Europeans throughout the East, no less than on the Chinese themselves. With the exception of one or two journals approximating to the type of the paid advocate, the European in the Far East is distinctly anti-Japanese in tone. This is the more marked in the case of the half-dozen papers published in English in the former territories of Japan, and may be said to reflect, in the main, the sentiment of the foreign communities there resident. The increasing keenness of Japanese competition, with the noticeable leaning towards direct trade at the expense of the foreign middleman; the greatly enhanced cost of living—mainly the result of higher duties on articles intended for foreign consumption; and the very natural desire of the Japanese authorities to remove the last vestige of extra-territorial privileges have combined to create a feeling of resentment which the foreign residents have not at all times successfully concealed, nor the Japanese authorities sufficiently ignored.

COUNT KOMURA'S "FAUX PAS"

Such was the situation in Japan when Count, now Marquis, Komura made his famous allusion to Great Britain as a Power with whom, being of the Free Trade persuasion, there was no "room" for a commercial treaty on a basis of mutual concessions. Though little or no argument could be adduced against the Alliance by its opponents

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OF
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FOR THE AUTUMN SEASON.

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of infection, remember that washing with

CALVERT'S No. 5 Carbolic Soap

is a healthy habit, for either personal use or
household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

"LOOK ALIVE!"

Is one of the many causes every day of infections wherein turks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top; in society it is the active, graceful, agreeable person who runs ahead of the crowd. In the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore look alive! If you are suffering from anything which robs you of your healthy alertness attend to the trouble at once and don't rest until a cure is effected. If you suspect that dyspepsia or any disorder of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

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BEECHAM'S PILLS.**

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on grounds of high policy, this somewhat unfortunate situation afforded promising possibilities of a flank attack, which British trading associations in the Far East were not slow to utilise. The Japanese Foreign Minister's remark served not only as an illuminating commentary on the "blessings of Free Trade," but also as a means of drawing attention to the grievances of British merchants. While a so-called Liberal and Free Trade Government might pass over the one, it could not lightly ignore the other. The sequel of the Japanese statesman's *faux pas* brings us down to more recent history—the new Commercial Treaty signed last April. No doubt Mr. Asquith's Cabinet regard this treaty, with all its compromises, as a vindication of Free Trade negotiating capacity; but Japanese diplomats and British traders alike have a more precise assessment of the feat. Concessions asked and given as the price of goodwill may save the face of a Free Trade Government, but they do not add to British prestige in the East. Meanwhile it may be questioned whether the tariff reductions secured on this unsatisfactory basis will materially affect the situation. It remains to be seen—and the problem is of peculiar interest to the student of political economy—whether the antipathy towards Japan and towards the Alliance, which is of local and for the most part of commercial origin will outweigh the feeling in its favour, which, general and based on political considerations, however strong the former may become—and it is not likely to decrease in intensity—the motives in favour of renewal for Imperial reasons have once more asserted, and will probably retain for some time to come, their superior potency. One difference, however, will speedily manifest itself as between the sentiment evoked respectively by the old Agreement and the new. Whereas the former was unpopular among Europeans in the Far East, its successor will be popular among the people of the Island Empire, and is also the first woman to be a right-hand turn, and to reach a height of over 100ft. in this country. In the course of her training she has flown both as passenger and alone on the machine for many hundreds of miles.

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NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Steamship

"GLENESK."

Captain J. Rafferty, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 8th September, 1911. 1129

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 14th inst., at 9.30 A.M.

All Claims must be presented before the 18th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo: Ex a.s. "Swakomund" from Africa via Aden.

NORDDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 7th September, 1911. 5

ON SALE.

MAIL TABLES

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well as their destinations, of the dates of return Mails.

Mounted on Card 30 Cents
On Paper 20 "

On Sale at the Hongkong Daily Press
6th February, 1911.

VICTOR GRAMOPHONES

\$25 to \$135.

VICTROLA X - - - \$175

VICTROLA IX - - - \$115

ROBINSONS.

1734

NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SAINT PATRICK"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 7th September, 1911. 1124

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 7th September, 1911. 1125

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before NOON on the 15th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

No Fire Insurance has been effected. CARLOWITZ & Co., Agents.

Hongkong, 6th September, 1911. 4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 9th September, 1911.

SAILING VESSELS

ECLIPSE, British 4-masted barque, 2,996 Tons, White, 12th May—New York 20th June—Kerosene Oil—Standard Oil Co.

YATSENG, British str., 1,421 T. E. Payne, 6th Sept.—Java 29th August, Sugar—Jardine, Matheson & Co.

YOHOW, British str., 1,215 T. McIntosh, 7th Sept.—Wakamatsu 29th August, Coal—Mitsui Bussan Kaisha.

YATSENG, British str., 1,421 T. E. Payne, 6th Sept.—Java 29th August, Sugar—Jardine, Matheson & Co.

YOHOW, British str., 1,215 T. McIntosh, 7th Sept.—Wakamatsu 29th August, Coal—Mitsui Bussan Kaisha.

YATSENG, British str., 1,421 T. E. Payne, 6th Sept.—Java 29th August, Sugar—Jardine, Matheson & Co.

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YATSENG, British str., 1,421 T. E. Payne, 6th Sept.—Java 29th August, Sugar—Jardine, Matheson & Co.

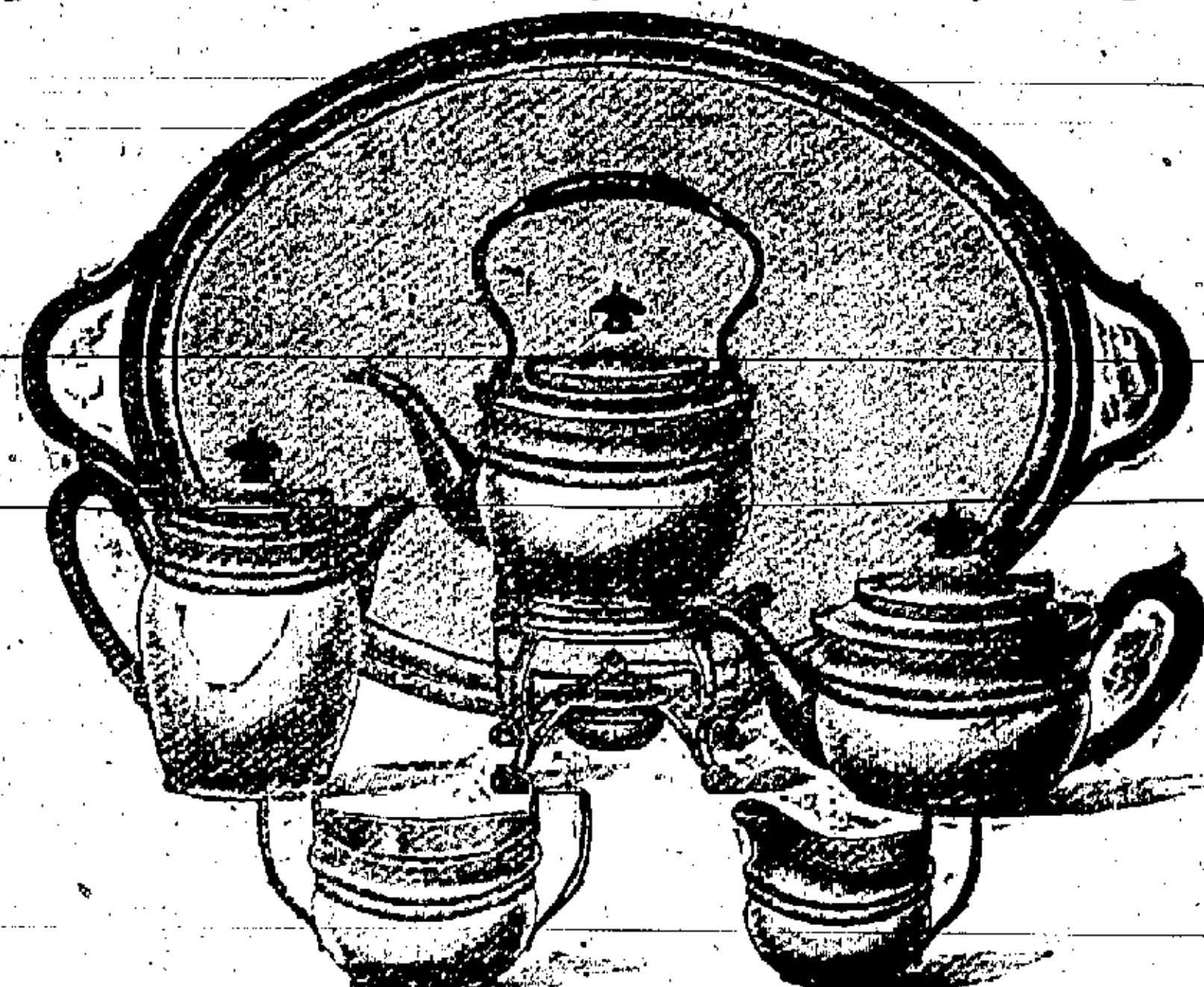
YOHOW, British str., 1,215 T. McIntosh, 7th Sept.—Wakamatsu 29th August, Coal—Mitsui Bussan Kaisha.

YATSENG, British str., 1,421 T. E. Payne, 6th Sept.—Java 29th August, Sugar—Jardine, Matheson & Co.

YOHOW, British str., 1,215 T. McIntosh, 7th Sept.—Wakamatsu 29th August, Coal—Mitsui Bussan Kaisha.

Wilson & Gill

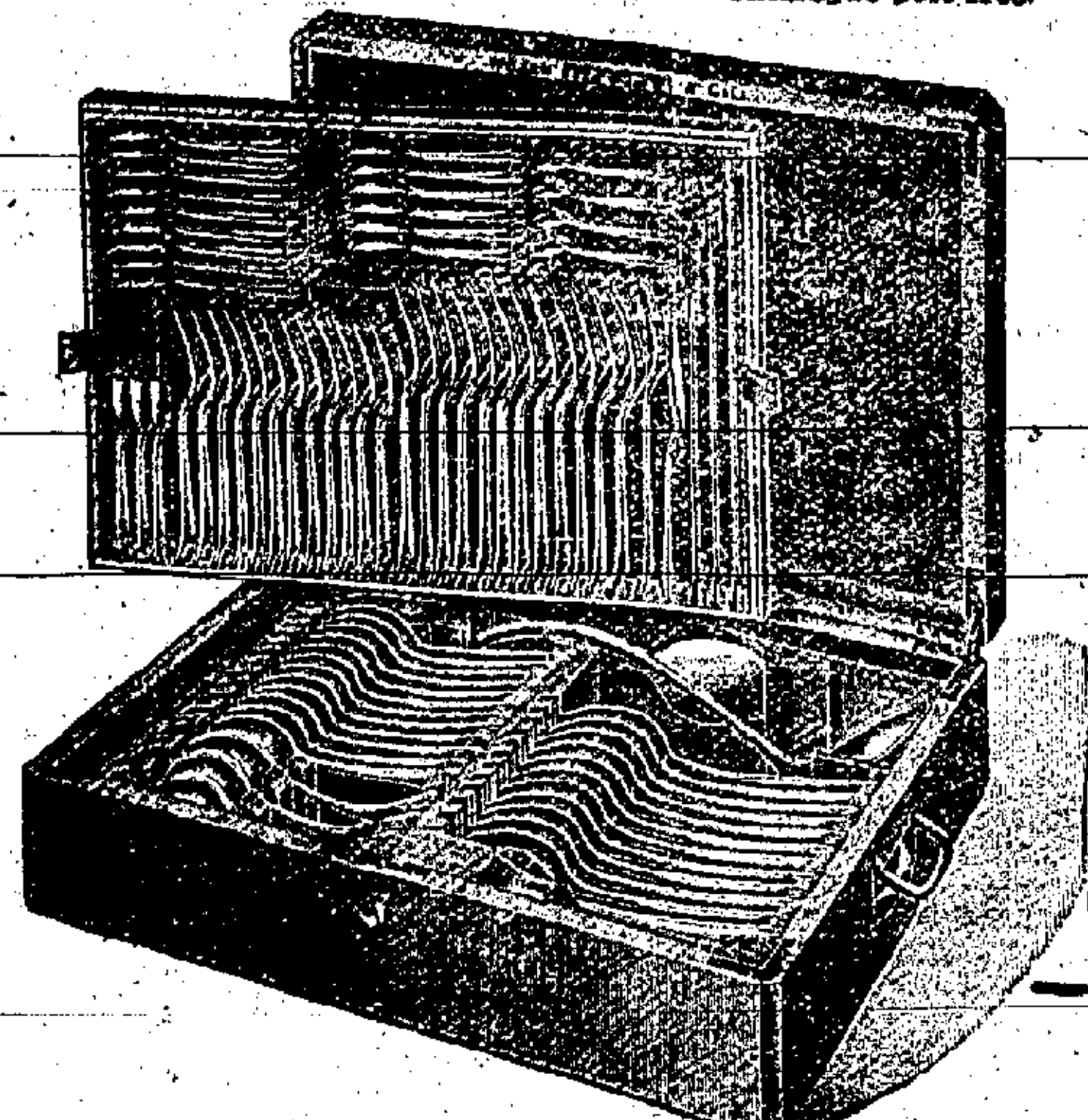
BY ROYAL APPOINTMENT TO THEIR MAJESTIES THE KING AND QUEEN OF SPAIN, HER MAJESTY THE QUEEN OF DENMARK, HER MAJESTY THE QUEEN OF GREECE.
Solid Silver Presentation Tea Services
 guaranteed to be of the very best workmanship throughout.



WILSON & GILL'S OLD ENGLISH TEA SERVICE.
 Solid Silver Teapot ... £25 0 0
 Holds 2 pints.
 Sugar Bowl ... 2 0 0
 Creamer ... 1 0 0
 Jug ... 4 10 0
 £32 10 0
 The above pieces may be purchased separately.

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WILSON & GILL'S \$10 CANTEEN
 Containing complete service of Spoons and Forks for 10 persons.
 12 dozen pieces. First Quality Electro Plate on Hard White Metal.
 Silver. Equal in appearance to Solid Silver, and will last a lifetime.
 The above Canteen, with the addition of 12 finest African Ivory
 Handle Table Knives, 12 Chinese Knives and 2 pairs Carvers, £17
 Carriage, Insurance and Delivery £1 extra.

EFFECTS OF LONDON SMOKE.

Cleopatra's Needle has recently been in the hands of Messrs. Aird, the contractors to the County Council. The stone after being scrubbed is being covered with some substance that will make it impervious for a considerable time at all events, to the disintegrating effect of the London atmosphere. If a similar precaution were not taken at intervals the Needle would be absolutely ruined within a measurable time.

The last time a similar operation was carried out was in the year 1895. On that occasion a thin outer coating of a preparation of wax was applied. A recent inspection showed that this had more or less perished. The top of the monolith, it was found, was weathering badly, the result being that it was possible to lever off small portions of decomposed felspar. This pyramidal top has hieroglyphics cut into it in intaglio, and in this spot water had accumulated. It is obvious that if some remedy had not been adopted the complete obliteration of those fascinating inscriptions would have been merely a matter of time. The County Council, therefore, determined to act promptly, but, as a preliminary they took expert chemical advice. Is a wax preparation the most suitable that can be found to protect stone from decay? Some experts say it is not. Wax, as everyone knows, is liable to melt in the sun, and this is what has happened to the composition referred to in the sixteen years which have elapsed since last the work of arresting the process of decay was undertaken, the material penetrating the stone and leaving the surface unprotected. There is some question, therefore, of making a new and interesting experiment with baryta water, but nothing has yet been settled and it is possible that once more a wax solution will be resorted to. Baryta water, it may be mentioned, is a solution of the chemical substance called barium monoxide, a greyish white powder similar in its properties to quicklime. It is said to be strongly favoured, for the purpose which the County Council has in view, by certain societies interested in the preservation of ancient monuments. The one disadvantage of employing it is that it gives the object with which it is treated rather the appearance of having a very thin coating of whitewash, although this wears off after a little while. As regards the surface of the stone which is exposed to the view of the ordinary passer-by, the work now to be undertaken is not of urgent importance. It is at the top, in fact, that the threatened mischief is most serious, for it is there only that water can lie and, to a certain extent, permeate the stone.

THE USE OF COAL IN THE EARLY DAYS.
 As the stones of the hardest known to builders, a granite of the Syenite type, one is enabled to realise, by the precautions deemed necessary to be taken from time to time for its preservation, how injurious is this climate of ours from the point of view of the architect. The subject, it need hardly be said, is a very old one. In the reign of Elizabeth the burning of stone coal, as it was then called, was prohibited in London during the time that Parliament was sitting in order that the health of the Knights of the Shire might not suffer from this cause while they were in the capital looking after the interests of their constituents and of the nation. As for the well-being of those who were not Knights of the Shire, Parliament seem to have been indifferent. Half a century or more later, in 1648, the citizens of London petitioned Parliament to forbid the importation of coal from Newcastle on account of the injury it caused to the health of the inhabitants. Nothing, however, was done in the matter, and although at later periods eminent men, notably John Evelyn, have pointed out the evils of a smoky atmosphere, it was not until a comparatively recent time that a real attempt was made to grapple with the problem. Smoke consists of minute particles of carbon containing a certain amount of tarry matter which settles upon buildings and plants and covers them with a sticky film. Professor Church and other experts have demonstrated by experiment the great injury done to buildings by the products of imperfect combustion, which cause stains and even brick to crumble and decay. The ravages committed in this way to buildings like Westminster Abbey and the Houses of Parliament are well known, and are a constant source of worry and expense. And no wonder, for Dr. W. J. Russell found in 1,000 cubic feet of London air, even in fine weather, 0.128 grains of sulphuric acid, besides a minute quantity of hydrochloric acid. In dull weather the quantity of sulphuric acid was nearly three times as large. A careful inquirer, the Hon. F. A. Rolls Russell, has estimated that the damage done in London every year by smoke represents over five millions sterling, or, say, £1 a head of the population. In this estimate, of course, many things had to be taken into account, such as the gradual destruction of buildings, metals and works of art, the cost of cleaning windows, loss of time by certain workers owing to absence of daylight, and so forth. That is merely the monetary side of the question. The damage done to health, as authorities like Sir William Broadbent have pointed out, is also very serious, although any attempt to estimate its extent must, of course, be purely conjectural.

WEATHER REPORT.

On the 11th at 11.50 a.m.—The shallow depression over lying the N.E. part of the Sea of Japan yesterday has moved away Northeastwards, and pressure has increased over N. China and S. Japan.

The barometer has fallen moderately in Shanghai, a depression having appeared over the Yangtze Valley.

Pressure is high over the Pacific in the neighbourhood of the Bonins and over Manchuria. It has increased and is in slight excess of the normal at the stations bordering the China Sea.

Light to moderate E. and N.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Distance Forecast.
 Hongkong & Neighbourhood E. winds, light; fine.
 Formosa Channel Variable winds light.
 South coast of China between Hongkong and Lannocsa Same as No. 1.
 South coast of China between Hongkong and Hainan Same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

September 11th—AT A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Vladivostok	7 a.	30.01	61	71	N	1	b
Nemuro	6 a.	29.89	—	—	—	—	—
Hakodate	—	29.91	—	—	—	—	—
Tokyo	—	29.79	—	—	NW	1	—
Koshi	—	30.01	—	—	SW	1	—
Nagasaki	—	30.01	—	—	—	—	—
Kagoshima	—	30.02	—	—	ENE	1	—
Oshima	—	30.01	—	—	—	—	—
Naha	—	29.99	—	—	E	1	—
Ishijima	—	29.95	—	—	E	1	—
Bonin Is.	—	30.03	—	—	—	—	—
Chefoo	—	—	—	—	—	—	—
Wellshaiwei	9 a.	30.06	78	61	E	2	—
Hankow	—	—	—	—	—	—	—
Kiungking	—	—	—	—	—	—	—
Shanghai	9 a.	29.89	79	57	SE	1	o
Chinghai	—	29.88	77	95	SE	3	—
Shanghai	—	29.97	80	—	—	—	—
Amoy	6 a.	29.98	86	85	SW	2	b
Swatow	—	29.97	77	91	WSW	1	h
Taihou	5 a.	29.95	—	—	—	—	—
Taihou	—	29.96	—	—	—	—	—
Tainan	—	29.97	—	—	—	—	—
Keshun	—	29.94	—	—	—	—	—
Panchores	—	29.93	—	—	—	—	—
Canton	9 a.	29.97	83	85	N	2	o
Hongkong	10 a.	29.99	82	89	SE	1	o
Vict. Peak	—	—	—	—	SE	1	—
Gap Rock	—	29.94	—	—	SE	2	—
Macao	—	30.01	84	—	SE	2	o
Wuchow	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phuhen	8 a.	29.96	84	—	S	2	c
Touane	—	29.96	84	—	SW	2	c
C. St. James	—	29.95	73	—	NE	1	c
Amoy	6 a.	29.91	77	—	—	—	—
Manila	10 a.	29.92	77	92	—	—	—
Leguipi	6 a.	29.87	75	—	—	—	—
Bacolod	9 a.	—	—	—	NE	1	h
Iloilo	—	29.89	81	—	NE	1	h
Cebu	—	29.91	86	—	S	1	c
Lubnan	—	29.95	82	—	—	—	—

F. G. Figg, Director.

Hongkong Observatory, September 11th, 1911.
 1. BAROMETER, reduced to 32 degrees Fahrenheit at the level of the sea in inches, tenths and hundredths.
 2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
 4. DIRECTION OF WIND, to two points.
 5. FORCE OF WIND, according to Beaufort's Scale.
 6. STATE OF WEATHER, by blue sky, a detached cloud, a drizzling rain, fog, gloomy, hail, lightning, a overcast, passing showers, a squally rain, a snow, a thunders, a visibility, a dew (wet) or RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 11th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.90	29.91	29.90
Temperature	81	82	81
Humidity	82	82	77
Wind Direction	East	E	E
Force	2	1	1
Weather	b	c	b
Rain	—	0.07	—

Highest open air Temperature on 10th ... 84
 Lowest open air Temperature on 10th ... 76

HONGKONG TIDE TABLE.

From 12th to 18th September, 1911.

Days of Week.	Days of Month.	HIGH WATER.		LOW WATER.	
		H'kong Mean Time.	Height in ft. in.	H'kong Mean Time.	Height in ft. in.
Tues.	12	11 22	6 5	5 6	2 3
Wed.	13	0 14	5 8	5 59	2 3
Thurs.	14	0 14	6 5	5 59	2 3
Fri.	15	1 32	6 1	6 33	2 6
Sat.	16	2 7	6 7	6 34	2 5
Sun.	17	3 24	6 8	11 50	1 9
Mon.	18	4 56	6 9	0 50	1 6
		8 22	4 9	11 54	4 6

ON SALE.

HONGKONG HANSARD REPORTS
 of the MEETINGS of the
 LEGISLATIVE COUNCIL for the
 Session 1910.

REVISED BY THE MEMBERS.

PRICE - - - \$3.

DAILY PRESS OFFICE,
 Hongkong, 21st August, 1911.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE &
 PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
 OVERLAND COMMON PORTS.

Steamers.	Tons	Captain	To Sail on or About
KUMERIC	11,000	G. B. McGill	3rd October.
LUCERIC	11,000	J. Mathie	25th October.
HERCULES	7,000	R. Willemson	16th November.

To be followed by other Steamers of the Company at regular intervals.
 Calling at AMOY and KEELUNG if sufficient inducement offers.
 The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
 Special Parcel Express to America and Canadian Ports.
 For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
 KING'S BUILDING, PRINCE CENTRAL.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
 FROM HONGKONG: 16th September.
 FROM COLOMBO: 5th October.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
 (MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
 FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE
 Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG: Frequent Sailings.
 FROM CALCUTTA: End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
 MANAGING AGENTS.

NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 5,000 tons ... to be despatched End December.
 S.S. "KATANGA" ... 5,000 tons ... to follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
 MANAGING AGENTS.

Hongkong, 28th August, 1911.

[1075-173]



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th Sept., 4 p.m.
BUBI	4000	S. Crosby	Manila, Cebu & Iloilo	

For Freight or Passage, apply to
 Hongkong, 31st August, 1911.

SHEWAN, TOMES & Co., General Managers,
 PHILIPPINES S.S. CO.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA
 HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	

All Steamers are Equipped with Wireless Telegraphy.
 THE P.M. S.S. "MONGOLIA" will be dispatched for SAN FRANCISCO
 via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA
 and HONOLULU, on SATURDAY, 30th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX
 MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS
 ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
 To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
 CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.
 SALOON SERVICE is furnished at Intermediate Rates.
 FARES, HONGKONG TO LONDON via New York ... £25.
 HONGKONG TO SAN FRANCISCO via Canadian Atlantic Ports ... £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.
 For further information as to Passage and Freight, apply to the Agency of the Companies
 KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	DATE OF SAILINGS
COPENHAGEN and BALTIC PORTS	"YEDDO"	About 16th Sept.
SHANGHAI, YOKOHAMA, KOBE & MOI	"CANTON"	About 17th October.

For Freight and Further Particulars, apply to
 TELEPHONE NO. 171.

OLOF WIK & CO., CHINA AGENCIES, ARTIEBOLAG.

46] YORK BUILDINGS TOP FLOOR.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.

and for

PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated
 THE CHINA OVERLAND TRADE REPORT
 Subscription, paid in advance, \$12 per
 annum. Postage \$2 to any part
 of the World.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. Austria left Singapore on the 9th inst., and will arrive here on or about the 15th inst., at daylight.

The I.G.M. str. Duffing, carrying the German Mails with dates from Berlin of the 23rd ult., left Colombo on the 10th inst. a.m. and may be expected here on or about the 20th inst.

The C.P.R. Co's str. Empress of India arrived at Kobe at 8 p.m. on the 8th inst., and left again at noon on Saturday for Yokohama, where she is due to arrive at 3 p.m. on the 10th inst.

The N.D.L. str. Prinz Sigismund left Yap on the 11th inst., at 2 p.m., and may be expected here on or about the 18th inst.

The I.G.M. str. Gneisenau, which left here on the 8th inst., at 9 a.m., arrived at Shanghai on the 11th inst., at 6 a.m.

SHIPPING

ARRIVALS.

GREGORY APCAR, British str., 2,961, S. H. Jolson, 10th Sept. — Calcutta and Straits. 5th Sept. — General — David Sassoon & Co.

HONGKONG, French str., 742, A. Cornelissen, 11th Sept. — Haiphong and Pakhoi 10th Sept. — General — A. R. Marty.

JAPAN, British str., 3,806, A. Stewart, 11th Sept. — Kobe and Moji 7th Sept. — General — David Sassoon & Co.

KWANG TUNG, British str., 1,234, Waggott, 11th Sept. — Chinwangtao 3rd Sept. — Coal — Chinese Engineering & Mining Co.

MERAPI, British str., 1,490, Uldall, 10th Sept. — Singapore 4th Sept. — Sugar — Kiu Tuo Lung.

POLYNESIAN, French str., 3,548, Bruno, 11th Sept. — Shanghai 8th Sept. — General — Messageries Maritimes.

SABINE, Dutch str., 573, D. E. Jorre, 10th Sept. — Haiphong 8th Sept. — Kowloon — Anglo-Persian Petroleum Co.

SHANGHAI, British str., 1,223, Simons, 10th Sept. — Wakamatsu 4th Sept. — Coal — Butterfield & Swire.

SYDNEY, French str., 4,793, Cosca, 11th Sept. — Marseilles and Saigon 8th Sept. — General — Messageries Maritimes.

TANGO MARU, Japanese str., 4,627, K. Kawara, 11th Sept. — Shanghai 8th Sept. — General — Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

11th September.

Aldebaran, British str., for Moji.

Hayama, British str., for Swatow.

Hutchinson, Norwegian str., for Haiphong.

Johanne, German str., for Haiphong.

Kwangtung, British str., for Shanghai.

Polynesia, French str., for Europe, &c.

Singapore, British str., for Haiphong.

Tjalling, Dutch str., for Batavia.

DEPARTURES.

10th September.

COWRIE, British str., for Amoy.

DAIJI MARU, Japanese str., for Tamsui.

GLENN, British str., for Shanghai.

11th September.

BRAND, Norwegian str., for Batavia.

CAPRI, Italian str., for Singapore.

CHINUA, British str., for Canton.

CHUYEN, Chinese str., for Canton.

FRI, Norwegian str., for Chefoo.

HATTAN, British str., for Swatow.

HANOI, French str., for Pakhoi.

MATHILDE, German str., for Haiphong.

MICHAEL JENSEN, German str., for Swatow.

SYDNEY, French str., for Shanghai.

SHIPPING REPORTS.

The British str. *Merapi* reports: Light variable winds with smooth sea.

The British str. *Gregory Apcar* reports: Fine weather throughout.

PASSENGERS.

For *Tjalling*, from Japan, Mr. R. Rodger.

For *Gregory Apcar*, from Calcutta, &c., L. B. and Mrs. Reynolds, Mr. and Mrs. Madin, Mr. L. P. Mehta and Mr. Mitter.

For *Singapore*, from Marseilles, &c., for Hongkong, Mr. M. Stuart; for Shanghai, Messrs. Horehner, Klubien, and Mrs. Gneiden.

For *Tango Maru*, from Japan, &c., for Hongkong, Miss L. Parrie, Capt. and Mrs. G. Addison and 2 children, Mr. G. Byres, Mr. K. Leong, Mr. P. Prescott, Mr. S. Villanueva, Mrs. Ling, Mrs. J. Woon, Mr. J. Wilson, Dr. and Mrs. J. Kirk, Dr. E. Kirk, Mr. D. J. Japan, Miss M. Banks, Miss M. Patton, Miss C. Poncelet, Mr. and Mrs. Y. Bao, Mr. K. Moran and Mr. H. Tagawa.

For *Polynesia*, from Hongkong, from Yokohama, Mr. Dattell; from Kobe, Mr. Chandler; Messrs. Kohinaya, Kiro, Kawa, Miyogashi, from Shanghai, Mr. Young, Mr. Ganeau, Mr. K. Ehrhardt, Mr. A. W. Grant, Mr. and Mrs. MacDonnell, Mr. and Mrs. Huxton, Messrs. Varel, Joskowitz and Schwarz; from Shanghai, for Saigon, Mr. and Mrs. Baugh, Mrs. Vianet; from Singapore, from Yokohama, Mr. Ohno; from Kobe, Mrs. Shima, Messrs. Yoshida, Noda, Kuba, Yamamoto, Yamanoto, Nakaya and Matsunoto; from Shanghai, Mr. and Mrs. Frankau, and Mr. Dietrich; for Colombo, from Kobe, Mr. Sakira; for Marseilles, from Shanghai, Madame Gautek and baby, and Mr. Laque.

VESSELS PASSED ANKER.

August 19, British str. *Chun Maciver*, Aug. 19, from Batavia.

August 22, Dutch str. *Jara*, v. d. Zant, from Calcutta for Batavia.

August 22, Dutch str. *Bogor*, Vis, July 8, from Rotterdam for Batavia.

August 22, Dutch str. *Koningin Wilhelmina*, v. d. Bielt, Aug. 19, from Tjalling for Batavia.

August 27, British str. *Tunetall*, Simpson, Aug. 27, from Batavia for Tjalling.

August 27, British str. *Earl of Carrick*, Rennie, from Durban for Batavia.

August 28, British str. *Seola*, from Calcutta for Samarang.

August 28, Dutch str. *Heracles*, Urgebon, from Palembang for Tjalling.

August 29, British str. *Islander*, Deans, from Christmas Island for Singapore.

August 29, Dutch str. *Menado*, August 27, from Rotterdam for Batavia.

STEAMERS PASSED THE CANAL.

August 1st—*Antiochus*, Benveniste, *Buelow*, Ceylon. 4th—*Aparanunon*, *Alf Maru*, *Austria*, *Calcedonia*, *Dundee*, *St. Patrick*. 8th—*Suevia*. 11th—*Staravia*, *Theosis*, *Tranquebar*. Delayed through invitation, *Vandalia*. 15th—*Benalder*. 16th—*Polina*. 18th—*Mishima Maru*, *Sydney*, *Telamachus*. 22nd—*Belgavia*, *Matoppe*, *Samarra*, *Siam*, *Songam*, *Songam*, *Locat*. 25th—*Suevia*, *Siam*, *Africa*. 29th—*Candia*, *Simla*, *Sept*. 1st—*Dardanus*, *Derflinger*, *Gladius*, *Koga Maru*, *Kitano Maru*, *Luettow*, *Poon*, *Sachsen*, *Teucer*, *Tonkin*. 5th—*Jayena*, *Benlarig*, *Bentomand*, *China*, *Plinius*, *Moravia*, *Specia*, *Surga*, *Sept*. 8th—*Belgavia*, *Malta*, *Prometheus*, *Pembroke*, *Syria*, *Xara*.

ARRIVALS AT HOME.

Sept. 8th—*Calchas*, *Demighshire*, *Menelaus*, *Silvia*, *Yangtze*.

VESSELS ADVISED AS LOADING.

To ascertain the anchorage of any vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	REGTE.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via usual ports of call.	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & ANTWERP via Singapore, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 20th inst.
LONDON, HAMBURG & ANTWERP	GLENTURR	Brit. str.	—	—	—	About 30th inst.
ROTTERDAM & HAMBURG via STRAITS, &c.	FURST BULOW	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINE	On 7th Oct.
HAVRE & HAMBURG via STRAITS, &c.	ALBESIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 14th inst.
HAVRE, ROTTERDAM & HAMBURG	PREUSSEN	Ger. str.	k. w.	Dahl	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE, BREMEN & HAMBURG	RHINFLIES	Ger. str.	k. w.	Weyhausen	HAMBURG-AMERIKA LINE	On 29th Sept.
HAVRE & HAMBURG via STRAITS, &c.	SUEBIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERIKA LINE	On 13th Oct.
COPENHAGEN & BALTIC PORTS	YEDDO	Ger. str.	k. w.	Seckhorn	HAMBURG-AMERIKA LINE	On 25th Oct.
MANCHESTER, LONDON & ANTWERP via Singapore, &c.	TANGO MARU	Jap. str.	—	K. Kawara	NISSON YUSEN KAISHA	About 16th inst.
MASSILLON, LONDON & ANTWERP via Singapore, &c.	KAMO MARU	Jap. str.	—	Sommer	NISSON YUSEN KAISHA	To-morrow, at Daylight
THIESTE, &c., via SINGAPORE, &c.	VORWAERTS	Aus. str.	—	R. Dannecker	SANDER, WIEBER & Co.	On 27th inst., at D'light
BOSTON & NEW YORK	ROSEBUD	Am. str.	—	—	—	On 15th inst.
NAPLES GENOA ALGIERES, GIBRALTAR & SOUTHAMPTON	BUELOW	Ger. str.	—	H. Fornes	MELCHERS & Co.	On 20th inst., at Noon
VICTORIA, C.B. & TACOMA via KEELUNG & JAPAN	CHICAGO	Jap. str.	—	S. Tomizawa	OSAKA SHOSEN KAISHA	On 3rd Oct., at 11 A.M.
VICTORIA, C.B. & TACOMA via KEELUNG, SOERAI, &c.	INABA MARU	Jap. str.	—	—	NISSON YUSEN KAISHA	To-day, at 4 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 16th inst., at 11 A.M.
VANCOUVER, B.C. & SEATTLE via PORTLAND, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	G. B. McGill	CANADIAN PACIFIC R. Co.	On 23rd inst., at 6 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davidson	THE BANK LINE, LIMITED	On 3rd Oct.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	—	—	On 14th Oct., at Noon
SAN FRANCISCO via KEELUNG, SHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—	W. W. Greene	PACIFIC MAIL S.S. Co.	On 30th inst., at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSEA	Jap. str.	—	—	TOYO KAISEN KAISHA	On 15th inst., at Noon
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	PACIFIC MAIL S.S. Co.	On 20th Oct., at 1 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	F. Brauning	NISSON YUSEN KAISHA	On 29th inst., at Noon
KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	A. E. Moses	MELCHERS & Co.	On 7th Oct., at D'light
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	F. Brauning	NISSON YUSEN KAISHA	About 19th inst.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winckler	NISSON YUSEN KAISHA	On 27th inst., at Noon
JAPAN	TOYO MARU	Jap. str.	—	V. Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch
MEXICAN, PERUVIAN & CHILEAN & JAPAN	BUYO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 14th Oct., at Noon
WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1 m.	Hooker	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
CHEFOO & NEWCHOW	NANCHANG	Brit. str.	1 m.	R. Robertson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI via SWATOW & NINGPO	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon
SHANGHAI, KOBE & MOJI	BINGO MARU	Jap. str.	—	K. Syeda	NISSON YUSEN KAISHA	To-morrow
SHANGHAI	ASSAYE	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 15th inst., at 5 P.M.
SHANGHAI	CHINHUA	Brit. str.	1 m.	Denson	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	AUSTRIA	Aus. str.	—	Raichol	SANDER, WIEBER & Co.	On 16th inst., at 5 P.M.
SHANGHAI	CHONGYANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon
SHANGHAI, KOBE & MOJI	GREGORY APCAR	Brit. str.	—	S. H. Nelson	DAVID SASSOON & Co., Ltd.	On 15th inst., at Noon
SHANGHAI	AMU	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 15th inst., at 6 P.M.
SHANGHAI, KOBE & YOKOHAMA	SUNGATA	Brit. str.	k. w.	W. R. Le Mare	HAMBURG-AMERIKA LINE	About 21st inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNGATA R.N.E.	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 17th October
SHANGHAI	DELHI	Brit. str.	—	G. Meiners	MELCHERS & Co.	About 20th inst.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	DERFFLINGER	Ger. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon
SHANGHAI, KOBE & MOJI	KUTSANG	Brit. str.	—	W. R. Hickey	OSAKA SHOSEN KAISHA	About 28th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CANDIA	Brit. str.	—	—	OSAKA SHOSEN KAISHA	Quick despatch
SHANGHAI, YOKOHAMA, KOBE & MOJI	CANTON	Swed. str.	—	J. H. v. Damme Jelsh	JAVA-CHINA-JAPAN LINE	On 27th inst., at 10 A.M.
SHANGHAI	TYPPANAS	Dut. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
TAMSU via SWATOW & AMOY	DAIKIN MARU	Jap. str.	—	—	DOUGLAS LARPAK & Co.	To-day, at 1 P.M.
POOCHOW via SWATOW & AMOY	CHOSHUN MARU	Jap. str.	—	J. W. Evans	DOUGLAS LARPAK & Co.	On 15th inst., at 1 P.M.
SWATOW	HAITANG	Brit. str.	2 h.	—	NISSON YUSEN KAISHA	To-day, at 4 P.M.
TAKAO & ANPING via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	Siddford	BUTTERFIELD & SWIRE	On 15th inst., at 2 P.M.
MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	F. H. Balle	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Balle	SANDER, WIEBER & Co.	On 20th inst., at 4 P.M.
MANILA, CEBU & ILOILO	LAMING	Brit. str.	—	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 2 P.M.
MANILA	ZAFIRO	Am. str.	—	Teask	NISSON YUSEN KAISHA	On 19th inst.
LOONGSANG	CHUYEN MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch
BOMBAY via SINGAPORE & COLOMBO	TYPPANAS	Dut. str.	—	H. Koops	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
BATAVIA, CHERIBON, SAMARANG, &c.	TYPPANAS	Dut. str.	—	S. J. Payne	DAVID SASSOON & Co., Ltd.	On 15th inst., at 3 P.M.
SINGAPORE, SAMARANG & SOERABAYA	YATSHING	Jap. str.	—	A. Stewart	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	—	Weigall	MELCHERS & Co.	On 15th inst., at Noon
SANDAKAN	MAUSANG	Brit. str.	—	E. Sembill	MELCHERS & Co.	To-morrow, at 9 A.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	—	—	—
KWANG CHOW WANG & HAIPHONG	ST. KIAN	Fr. str.	—	—	—	—

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	DEPARTURE.
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
Capt. A. AHLBORN.		
"DERFFLINGER"	17,300 "	ON FEBRUARY 21ST.
Capt. F. PROESCH.		
"PRINZ EITEL FRIEDRICH" 16,000		ON MARCH 5TH.
Capt. E. MALCHOW.		
"YORCK"	17,000 "	ON MARCH 20TH.
Capt. J. RANDELMANN.		
"PRINZESS ALICE"	20,300 "	ON APRIL 2ND.
Capt. P. GROSCH.		
"LUETZOW"	17,300 "	ON APRIL 17TH.
Capt. J. BORTFELD.		
"KLEIST"	17,000 "	ON APRIL 30TH.
Capt. L. MAASS.		

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

NORDDEUTSCHER LLOYD BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"BUELOW"	16,900	Wed. 20th Sept., at Noon.
SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA	"DERFFLINGER"	17,000	About 20th Sept.
MANILA, YAP, MARON, SAMAR, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 7th Oct., D'light.
KOBE AND YOKOHAMA	"PRINZ SIGISMUND"	6,000	About 19th Sept.
KUDAT AND SANDAKAN	"BORNEO"	5,000	Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 11th September, 1911.

VESSELS ON THE BERTH

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

Captain S. H. Jolson, will be despatched for the above Ports on FRIDAY, the 15th inst., at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

For Freight and Passage, apply to

DAVID SASSOON & Co., Ltd.,

Hongkong, 11th September, 1911. [1139]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"JAPAN."

Captain A. Stewart, will be despatched for the above Ports on FRIDAY, the 15th inst., at Noon.

For Freight and Passage, apply to

DAVID SASSOON & Co., Ltd.,

Hongkong, 11th September, 1911. [1140]

THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast)

THE Steamship

"ROSERIC."

Will be despatched for the above Ports on FRIDAY, the 15th September.

For Freight and Passage, apply to

ARNOLD, KARBBER & Co.,

Hongkong, 22nd August, 1911. [1059]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA."

Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched for this for Bombay, on SATURDAY, the 16th Sept., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOOTIAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "Boreas," due in London on the 28th Oct., 1911.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent, Hongkong, 4th September, 1911. [1]



PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. G. W. Cockman, R.N.R.	7 A.M. 14th Sept.	Freight and Passage.
	DELHI Capt. H. S. Bradshaw	About 28th Sept.	Freight and Passage.
LONDON via USUAL PORTS OR CALL	DELTA Capt. E. P. Martin, R.N.R.	Noon 15th Sept.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA Capt. C. C. Talbot, R.N.R.	About 20th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUMATRA Capt. W. R. Le Mare, R.N.R.	About 21st Sept.	Freight and Passage.
	CANDIA Capt. W. R. Hickey	About 28th Sept.	Freight only.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th September, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 12th Sept. 4 P.M.
CHEFOO and NEWCHWANG	"NANCHANG"	On 13th Sept. 4 P.M.
SHANGHAI	"CHINHUA"	On 14th Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 16th Sept. 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 19th Sept. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 19th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"
AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft
saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.
Passengers must embark before mid-night on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 12th September, 1911.BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports: also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SENEGAMBIA	20th Sept.
S.S. BAYERN	6th Oct.
S.S. ARCADIA	18th Oct.
S.S. SLAVONIA	3rd Nov.
S.S. SCANDIA	16th Nov.
S.S. SPEZIA	2nd Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th September, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS CAPTAIN

"HAIYANG" ... Capt. J. W. Evans ... FRIDAY, 15th Sept., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYANG" ... Capt. J. W. Evans ... TUESDAY, 12th Sept., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPEL & Co.,
GENERAL MANAGERS.

Hongkong, 7th September, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW and NINGPO	"KWONGSANG"	Tuesday, 12th Sept. Noon.
SINGAPORE, SAMARANG & "YATSHING"		Wed. day, 13th Sept. Noon.
BOURAHAYA		
SHANGHAI	"CHOYSANG"	Friday, 15th Sept. Noon.
MANILA	"YUENSANG"	Saturday, 16th Sept. 2 P.M.
SANDAKAN	"MAUSANG"	Monday, 18th Sept. Noon.
MANILA	"LOONGSANG"	Saturday, 23rd Sept. 2 P.M.
SHANGHAI, KOBE and MOJI	"KUTSANG"	Tuesday, 26th Sept. Noon.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted through-
out with Electric Light.Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chafoo
Tientsin and Newchwang.Taking Cargo on through Bills of Lading to Kuchai, Lahad, Datu, Simporna, Tawa
Uelkan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 12th September, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO
to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC
LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.

* Triple Screw, turbine engines.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer "CHIYO MARU" will be despatched for SAN
FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKA-
CHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th September, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

The Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN
and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU,
on SATURDAY, 14th October, at Noon.

TO	FARES FROM HONGKONG:	
LONDON	...	£71.10.0
VALPARAISO	...	Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their
families when travelling at their own expense—
TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic,
Consular or Civil Services located in Asia, European Officials in the Service of the Govern-
ment of China and Japan.TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the
United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.
TO ALL PORTS:—Missionaries and their families.(These concessions apply to San Francisco Line only.)
(These magnificent steamers are most up-to-date and luxurious in every way. Excellent
cuisine and accommodation.)"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with
Turbine Engines and Triple Screw. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY
(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAKAO and ANPING via SWATOW and AMOY	"SOSHU MARU"	TUESDAY, 12th Sept. at 10 A.M.
FOOCHOW and AMOY	"CHOSHUN MARU"	WED. DAY, 13th Sept. at 10 A.M.
TAMUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 17th Sept. at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings

772-773]

S. HIROL,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 13th Sept., 1911, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 13th Sept., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 27th Sept., at Daylight.
	AKI MARU Capt. K. Homma	7,000	WEDNESDAY, 11th Oct., at Daylight.
VICTORIA, P.O. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 7th Oct., from Kobe
VICTORIA, P.O. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 12th Sept., at 4 P.M.
	STAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	5,000	FRIDAY, 29th Sept., at Noon.
	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. K. Soyeda	7,000	WEDNESDAY, 13th Sept.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 27th Sept., at Noon.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Meese	9,000	THURSDAY, 14th Sept., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Tozawa	6,000	TUESDAY, 19th Sept.

Omitting Keelung and Shimizu.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. 1 Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE AND CALCUTTA.

Regular Service (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG
AND RANGOON.

The First Steamer to sail from Hongkong:—

"JINSEN MARU," Tons 3,782, ON SEPTEMBER 26TH.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

1061-14-40] T. KUSUMOTO, MANAGER.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALIA, A. EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE.....	7500	February 3	MANTUA.....	11000	March 2	March 8
HIMALAYA....	8000	February 17	MACEDONIA.....	10500	March 16	March 22
DELHI.....	8000	March 2	MOREA.....	11000	March 30	April 5
INDIA.....	8000	March 16	Through Steamer		April 13	April 19
DEVANHA.....	8000	March 30	MOLDAVIA.....	11000	April 27	May 3
DELTA.....	8000	April 13	MALJOJA.....	12500	May 11	May 17
ASSAYE.....	7500	April 27	MONGOLIA.....	10000	May 25	May 31
DELHI.....	8000	May 11	MALWA.....	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those
for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

		TONNAGE	about		about
NYANZA	...	7000	February	7	March
NILE	...	7000	March	6	April
NUBIA	...	6000	April	3	May
SUMATRA	...	5000	April	17	May
NAMUR	...	7000	May	1	June
PALAWAN	...	5000	May	15	June
BORNEO	...	5000	May	29	July
SYRIA	...	7000	June	12	July
NORE	...	7000	June	26	August

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

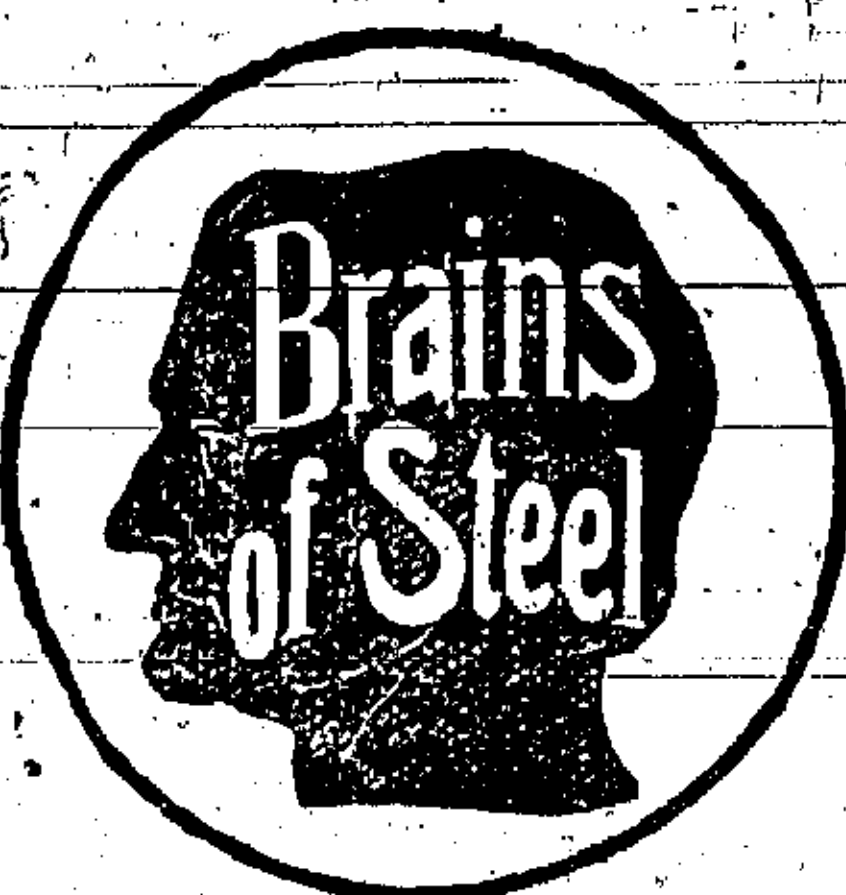
1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " £35.10 " £57.4

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

1086]



"BRUNSVIGA" CALCULATING MACHINE

Does all Calculating for you
GRIMME NATALIS & Co.,
BRAUNSCHWEIG.
Will be sent to your Office for inspection if
you will kindly apply to
Sole Representative for Hongkong and China

HUGO C. A. FROMM,
HONGKONG 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 8th September, 1911.

Kios Cigarettes

First class
in quality and packing
Türk. Tabak- & Cigaretten-Fabrik "Kios" o. E. Robert Böhme, Dresden.

Hongkong, 8th September, 1911.

HOEHL Extra Dry.

Gout American.

Obtainable in Small Cases of
12 Pints, at \$19.00 Per Case.

For Orders please Write or Telephone to—

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 8th September, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be performed but not obliterated.

The Asiatic, with the English Mail, left Singapore on Friday, the 8th inst., at 6.00 p.m., and may be expected here to-morrow, at 2.00 p.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 10th August, and for despatch overland on the 17th August.

FOR	PER	DATE
Hohow and Pakhoi	Johanne	Tuesday, 12th, 8.00 A.M.
Moji and Kobe	Altenham	Tuesday, 12th, 9.00 A.M.
Swatow, Amoy, Takao and Auping	Sosku Maru	Tuesday, 12th, 9.00 A.M.
Hohow and Bangkok	Itatard	Tuesday, 12th, 10.00 A.M.
Swatow and Shanghai	Kwongkong	Tuesday, 12th, 10.00 A.M.
Batavia, Cherbon, Samarang and Sourabaya	Tjikini	Tuesday, 12th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN.

Late Letters 11.30 A.M. to NOON. Extra Postage 10 cents.
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.

FOR	PER	DATE
Swatow, Amoy and Foochow	Choshun Maru	Wednesday, 13th, 9.00 A.M.
Singapore, Samarang and Sourabaya	Yoshing	Wednesday, 13th, 11.0 A.M.
Macao	Sui Tai	Wednesday, 13th, 1.15 P.M.
Manila, Cebu and Iloilo	Kaifong	Wednesday, 13th, 3.00 P.M.
KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU, YOKOHAMA, VICTORIA and SEATTLE	Inaba Maru	Tuesday, 12th, 3.00 P.M.
Singapore, Penang and Colombo	Tango Maru	Tuesday, 12th, 5.00 P.M.

Swatow, Amoy and Foochow
Singapore, Samarang and Sourabaya
Macao
Manila, Cebu and Iloilo
KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU, YOKOHAMA, VICTORIA and SEATTLE
Singapore, Penang and Colombo

SHANGHAI SIBERIAN MAIL TO EUROPE

Letters 11.30 A.M. to NOON. Extra Postage 10 cents.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.
The Parcel Mail will be closed on Friday inst., 15th at 5 P.M.

FOR	PER	DATE
Manila	Yusenang	Saturday, 16th, 1.00 P.M.
(Taking Mails for Cebu and Iloilo)	Sui Tai	Saturday, 16th, 1.15 P.M.
Macao	Anhui	Saturday, 16th, 5.00 P.M.
Shanghai	Taiharo	Saturday, 16th, 6.00 P.M.
Kobe	Masaw	Saturday, 16th, 4.00 P.M.
Sandakan	Tijlatap	Monday, 18th, 11.00 A.M.
Batavia, Cherbon, Samarang, Sourabaya and Macassar		
Timon, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Eastern	Tuesday, 19th, 11.00 A.M.
Manila, Cebu and Iloilo	Taming	Tuesday, 19th, 3.00 P.M.
Weihaiwei, Chefoo and Tientsin	Huichow	Tuesday, 19th, 3.00 P.M.
Manila	Loongang	Saturday, 23rd, 1.00 P.M.
(Taking Mails for Cebu and Iloilo)	Kutang	Tuesday, 26th, 11.00 A.M.
Shanghai, Kobe and Moji		

COMMERCIAL.

EXCHANGE	CLOSING QUOTATIONS.
September 11th.	
ON LONDON.—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days sight	1/9 1/2
Bank Bills, at 4 months sight	1/9 1/2
Credits, at 4 months sight	1/10
Documentary Bills 4 months sight	1/10 1/2
ON PARIS.—	
Bank Bills, on demand	226 1/2
Credits, at 4 months sight	230 1/2
ON GERMANY.—	
On demand	184
ON NEW YORK.—	
Bank Bills, on demand	43 1/2
Credits, at 60 days sight	44 1/2
ON BOMBAY.—	
Telegraphic Transfer	134
Bank, on demand	134 1/2
ON CALCUTTA.—	
Telegraphic Transfer	134
Bank, on demand	134 1/2
ON SHANGHAI.—	
Bank, at sight	75 1/2
Private, 30 days sight	76
ON YOKOHAMA.—	
On demand	88
ON MANILA.—	
On demand	88
ON SINGAPORE.—	
On demand	76 1/2
ON BATAVIA.—	
On demand	108
ON HAIPHONG.—	
On demand	1 1/2 p.m.
ON SAIGON.—	
On demand	1 1/2 p.m.
ON BANGKOK.—	
On demand	85 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$57.70
BANK-SILVER, per oz.	24 1/2

SUBSIDIARY COINS.	per cent.
Chinese	20 cents pieces, \$5.40 discount.
Chinese	10 " \$6.20 "
Hongkong	20 " \$5.11 "
Hongkong	10 " \$5.98 "

SHARE LIST—QUOTATIONS. HONGKONG, SEPTEMBER 11th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$890, sales \$895 10/
China Borneo Company, Limited	60,000	\$12	all	\$10 1/2, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$1.50
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 93.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 100	all	Tls. 53.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 43.
Loon-Kung-How Cotton Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 62.
Sui Chai Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 23.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$23, buyers
DOCK AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49 1/2, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, buyers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$8, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 58, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 86, x div.
Green Island Cement Co., Limited	400,000	\$16	all	\$15.55, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20
Hongkong Electric Co., Limited	60,000	\$10	all	\$20 1/2, buyers
Hongkong Hotel Company, Limited	8,000	\$50 1/2	all	\$52 1/2, buyers
Manila Metropole Hotel Limited	15,000	P. 10	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$165
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$205, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125, buyers
China Traders Insurance Co., Limited	20,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$360, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 155, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$820, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$22 1/2, @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$23
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 93 1/2
West Point Building Co., Limited	12,500	\$50	all	\$45, buyers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fos. 250	all	\$700.
East Australian Gold Mining Co., Ltd.	20,000	\$1	all	\$2.65
Peak Tramways Co., Limited	25,000	\$10	all	\$12, sellers
Philippine Co., Limited	75,000	\$10	all	\$100, buyers
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$36
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10 1/2, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21, sales
Hongkong, Canton & Macao S.S. Co., Ltd.	50,000	\$15	all	\$28 1/2, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$5	all	\$64, 1/2 don. \$5 17.6
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$6 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	all	\$12 1/2
South China Morning Post, Limited	10,000	\$10	all	\$5
Steam Laundry Company, Limited	20,000	\$5	all	\$6, sal. & bu.
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, sellers
Watkins, Limited	10,000	\$10	all	\$2 1/2, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$4, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 only	\$10	all	\$300.
Union Waterboat Co., Limited	100 fliers	\$10	all	\$7
RUBBER.—				
Para Rubber in London	Daily Wire			4/9 per lb., firm.
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,205	Tls. 250	7 1/2 p. annum	Par.
VERNON & SMYTH, Share-Brokers.				

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TO-MORROW
9 P.M.—Aquatic Fete at the Victoria Recreation Club.

FORTHCOMING EVENTS.

Thursday, 14th Sept.—Twentieth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club, 11 A.M.
Monday, 18th Sept.—Auction of Crown Land at Kennedy R.d., by Public Works Dept. 3 P.M.
Saturday, 23rd Sept.—Ordinary General Meeting of Douglas, Laprak & Co., Ltd., Noon.

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